

CHINA



MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

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HONGKONG, SATURDAY, JANUARY 12, 1878.

日十初月二十年丑丁

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GOTH, Ludgate Circus, E. C. BATES, HENDY & Co., 4, Old Jewry, E. C. SAMUEL DRAGON & Co., 160 & 164, Leadenhall Street. PARIS AND EUROPE.—LEON DE ROSNY, 19, Rue Monsieur, Paris. NEW YORK.—ANDREW WIND, 133, Nassau Street. AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTH, Melbourne and Sydney. SAN FRANCISCO and American Ports generally.—BANK & BLACK, San Francisco. SINGAPORE AND STRAITS.—SAYLE & Co., Square, Singapore. C. HEINSEN & Co., Manila. CHINA.—SHEPHERD, CAMPBELL & Co., Amoy, WILSON, NICHOLS & Co., Foochow, HENES & Co., Shanghai. LANE, CRAWFORD & Co., and KELLY & WILSON, Yokohama, LANE, CRAWFORD & Co.

Bank.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars. RESERVE FUND, 600,000 Dollars.

COURT OF DIRECTORS. Chairman—H. HOPKINS, Esq. Deputy Chairman—F. D. SASSOON, Esq. E. R. BRILLIANT, Esq. WILHELM REINERS, Esq. W. H. FORBES, Esq. Hon. W. KEARNEY, Esq. A. McIVER, Esq. ED. TOBIN, Esq.

CHIEF MANAGER. Hongkong, THOMAS JACKSON, Esq. MANAGER. Shanghai, EWEN CAMERON, Esq. LONDON BANKERS.—London and County Bank.

HONGKONG. INTEREST ALLOWED. ON Current Deposit Account at the rate of 1 per cent. per annum on the daily balance. For Fixed Deposits:—For 3 months, 2 per cent. per annum. " 6 " 3 per cent. " " " 12 " 4 per cent. " " " LOCAL BILLS DISCOUNTED. Credits granted on approved Securities, and every description of Banking and Exchange business transacted. Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan. T. JACKSON, Chief Manager. Offices of the Corporation, No. 1, Queen's Road East, Hongkong, August 16, 1877.

Entertainment.

AMATEUR DRAMATIC CLUB OF HONGKONG.

THE MEMBERS of the above CLUB will give a Performance at the THEATRE ROYAL, CITY HALL, THIS EVENING, January 12th, 1878. When will be presented a Comedy ENTITLED

"NINE POINTS OF THE LAW," to be followed by a farce by CH. SELBY, Esq., ENTITLED

"Boots at the Swan."

Tickets may be had at Messrs LANE, CRAWFORD & Co. on and after Wednesday, January 2nd. Doors Open at 8.30. Performances to Commence at 9 o'clock. CHAS. C. COHEN, Hon. Secretary. Hongkong, January 12, 1878. ja13

To Let.

AN OFFICE TO LET. Apply to LANDSTEIN & Co. Hongkong, September 15, 1877.

To Let.

NOS. 4, and 5, PRINCE TERRACE, ELGIN STREET. Apply to LANE, CRAWFORD & Co. Hongkong, July 30, 1877.

To Let.

HOUSE No. 9, Queen's Road Central, with Godowns attached. House No. 2 and 8, Peddar's Hill. "Bianco Villa," Pok-fu-lum, Furlished. DAVID SASSOON, SONS & Co. Hongkong, January 4, 1878.

To Let.

THE Dwelling House and Offices No. 1, D'Aquilar Street, lately in the occupation of Messrs DOUGLAS LAPRAIK & Co. Three Offices, in Club Chambers. The Dwelling House No. 1, Alexandra Terrace. Apply to DOUGLAS LAPRAIK & Co. Hongkong, January 9, 1878.

For Sale.

LAMBERT, ATKINSON & CO. HAVE FOR SALE.

A LARGE ASSORTMENT OF AMERICAN COOKING & PARLOUR STOVES.

READERS and FIRE IRONS. Superior California LAMBSWOOL BLANKETS. FAIRBANK'S SCALES, from 400 lb. to 2,500 lb. BRUSSELS and TAPESTRY CARPETS, various patterns. VELVET and TAPESTRY SOFA CARPETS and RUGS. DOOR MATS. HORSE BLANKETS. Central and Pin-fire CARTRIDGE CASES. GUN-WADS, PERCUSSION CAPS.

STATIONERY, of every description. BOOKS.

WORKS OF REFERENCE. NOVELS. SCHOOL BOOKS. SHEET MUSIC and SONGS.

French APPLES, and LEMONS. SALMON BELLIES, in Kits. MACKEREL, TONGUES & SOUNDS. Family FIG PORK, and Prime Mess BEEF, in Kegs 25 lb. each. CAVIARE, SARDELLS, and Spiced ANCHOVIES. Prime American BACON and HAMS. Cutting's JAMS and JELLIES Assorted. GRAHAM FLOUR, CORN MEAL, RYE MEAL, &c., &c. Canned Dessert FRUITS. Compressed CORNED BEEF, and BEEF TONGUES. PICKLED SALMON, in Quantities to suit Purchasers. CROSER & BLACKWELL'S OIL MANS' STORES, of every kind; Fresh Supplies received by every Steamer. CLARET in Cask, (BANDOL), Superior Quality. BARCLAY PERKIN'S PORTER, in Hogsheads and Kilderkins. GUINNESS'S STOUT, Bottled by E. & J. BURKE, in Pints and Quarts. BASS' PALE ALE, Bottled by CAMERON and SAUNDERS, in Pints and Quarts. &c., &c., &c. Hongkong, January 8, 1878.

Notices of Firms.

NOTICE. MR. HORATIO GAY JAMES was admitted a Partner in our Firm on the 1st January, 1878. GEO. R. STEVENS & Co. Hongkong, January 5, 1878.

NOTICE. THE Business hitherto conducted in my name will from this Date be Carried on under the Style of GROSSMANN & Co., Mr. G. A. GROSSMANN having become a Partner therein. C. F. GROSSMANN. Hongkong, January 1, 1878. ja2

NOTICE. MR. BERNHARD SCHMACKER is authorized to Sign our Firm by procuration. CARLOWITZ & Co. Canton, Hongkong, Shanghai, January 1, 1878. ja2

NOTICE. MR. H. F. MEYERINK has been admitted a Partner in our Firm from this Date. MEYER & Co. Hongkong, January 1, 1878. ap2

NOTICE. THE Interest and Responsibility of Mr. JOSEPH PERROT BARNES in our Firm in China CEASES from this Date. HOLLIDAY, WISE & Co. Hongkong, December 31, 1877. ja61

NOTICE. MR. CHARLES DAVID BOTTOMLEY was admitted a Partner in our Firm on the 1st July, 1877. DOUGLAS LAPRAIK & Co. Hongkong, September 22, 1877.

NOTICE. I HAVE This Day established myself at this Port as a MERCHANT and COMMISSION AGENT, under the Style or Firm of GEO. R. STEVENS & Co., who will henceforward conduct the Agency of the AUSTRALASIAN STRAITS NAVIGATION COMPANY. G. R. STEVENS. Hongkong, December 29, 1877.

NOTICE. I HAVE This Day Established myself at this Port as a GENERAL COMMISSION AGENT. J. Y. VERNON SHAW. Hongkong, November 1, 1877. my1

NOTICE. I HAVE This Day Established myself at this Port as a GENERAL COMMISSION AGENT. WILLIAM DUNPHY & Co., Late Manager of the Novelty Iron Works, Hongkong. W. DUNPHY. Hongkong, December 10, 1877. ja19

For Sale.

EXTRA FINEST ISIGNY BUTTER, in 1 lb. and 2 lb. Tins. Packed specially for LANE, CRAWFORD & Co.

Choice French JAMS, LANE, CRAWFORD & Co., Special Agents.

VAN HOBOKEN'S AVH GIN, LANE, CRAWFORD & Co., Special Agents.

BASS'S ALE and GUINNESS'S STOUT, Bottled by FOSTER, LANE, CRAWFORD & Co., Special Agents.

TUBORG'S DANISH BEER, LANE, CRAWFORD & Co., Special Agents.

CURCIER and ADZET'S CLARETS, LANE, CRAWFORD & Co., Special Agents.

BULLOCK LAD'S SCOTCH WHISKY, specially blended, For LANE, CRAWFORD & Co.

Very Fine OLD RYE WHISKY, Bottled by LANE, CRAWFORD & Co.

SACONNE'S PERFECTLY PURE SHERRIES, Bottled by LANE, CRAWFORD & Co.

Choicest Pure PORT, direct from Oporto, Bottled by LANE, CRAWFORD & Co.

CUMSHAW MIXTURE, the finest Mixture of new Foochow Teas, Prepared specially for LANE, CRAWFORD & Co.

CHUBB'S SAFES, LOCKS, and BOXES, LANE, CRAWFORD & Co., Special Agents.

LETT'S DIARIES for 1878, LANE, CRAWFORD & Co., Agents.

SILBER LAMPS, LANE, CRAWFORD & Co., Agents.

BAXTER'S CANVAS, LANE, CRAWFORD & Co., Agents. Hongkong, December 28, 1877.

Intimations.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Twenty-third Ordinary Half-yearly MEETING of SHAREHOLDERS in the Company will be Held at the Office of the Company, No. 50 A, Queen's Road, on FRIDAY, the 25th January instant, at 3 o'clock in the Afternoon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing a Director and Auditors.

By Order of the Board of Directors, P. A. DA COSTA, Secretary. Hongkong, January 2, 1878. ja25

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE.

THE Transfer BOOKS of the Company will be CLOSED from the 12th to the 25th day of January instant, both days inclusive.

By Order of the Board of Directors, P. A. DA COSTA, Secretary. Hongkong, January 2, 1878. ja25

HONGKONG HOTEL COMPANY, LIMITED.

THE Ordinary Half-yearly MEETING of SHAREHOLDERS will be held at the Hotel on FRIDAY, the 25th January instant, at 4 o'clock in the Afternoon, for the purpose of receiving a Report of the Directors together with a Statement of Accounts.

By Order of the Board of Directors, LOUIS HAUSCHILD, Secretary. Hongkong, January 4, 1878. ja25

HONGKONG HOTEL COMPANY, LIMITED.

THE Transfer BOOKS of the Company will be CLOSED from the 12th to the 25th day of January instant, both days inclusive.

By Order of the Board of Directors, LOUIS HAUSCHILD, Secretary. Hongkong, January 4, 1878. ja25

THE HONGKONG HOTEL.

TENDERS are invited for a LEASE of the HONGKONG HOTEL, the present Five-yearly Lease expiring on the 31st August, 1878. SEALED TENDERS to be sent in on or before the 31st March, 1878, to the Secretary of the Hongkong Hotel Company, Limited, who will supply any information required.

By Order of the Directors, LOUIS HAUSCHILD, Secretary. Hongkong, September 15, 1877. ap1

NOTICE.

D. B. STOUT expects to Leave the Colony PERMANENTLY about the 20th of January, 1878. Hongkong, December 22, 1877.

DENTAL NOTICE.

D. B. ROGERS begs to say that he has RE-ENTERED, and is now ready to receive Patients. Hongkong, November 29, 1877.

Intimations.

W. BALL, CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS, DRUGGISTS' Sundries, TOILET REQUISITES, PATENT MEDICINES AND PERFUMES.

Prescriptions Dispensed with Carefulness, and Prompt Attention.

PRAYA WEST, HONGKONG, Near the Canton Steamer's Wharf. Hongkong, July 13, 1878.

NOTICE.

A. MILLER & Co., PLUMBERS, AND GAS FITTERS, Queen's Road East, HONGKONG. September 15, 1877.

AB YON, SHIPS' COMPRADORE AND STEVEDORE, No. 57, Praya West.

SHIPPING SUPPLIED WITH ALL KINDS OF COAL, WATER, BALLAST, FRESH PROVISIONS & OILMAN'S STORES. Of the best quality and at the shortest notice. Hongkong, May 1, 1878.

AFONG, PHOTOGRAPHER, by appointment, to H. E. SIR ARTHUR KENNEDY, Governor of HONGKONG; and to H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA, Wyndham Street, formerly ARTHUR'S CLUB.

HAS on hand the Largest and Best collection of Views of China, Photographic Albums, Frames, Cases, &c., of assorted sizes. Ex. S. S. Type, Revolving Standard Albums, Armorial Monograms and Postage Stamp Albums, Russia Leather, Velvet and carved-wood Albums, Cases and Frames, nice Albums for Cabinet Portraits only, Portraits of the Generals of the present Russo-Turkish War, Eminent British Statesmen, the two Chinese Ambassadors, in Cabinet and Carte de Visite sizes. Coloured Portraits of English Ladies. Hongkong, August 24, 1877.

DEVOE'S BRILLIANT OIL. RELIABLE, ECONOMICAL, SAFE!!

DESIRING to benefit by the world-wide reputation of our Oil, certain parties have attempted to imitate our packages. Suits at law have been instituted against the MAKERS and PURCHASERS of these imitations. Buyers should be careful to see that the words "DEVOE'S BRILLIANT" are stencilled on the cases, and the words "DEVOE MFG CO. PATENTS" are stamped on the top of the can.

THE DEVOE MANUFACTURING Co., 80 Beaver and 127 Pearl Streets, NEW YORK, U. S. A.

Intimations.

G. FALCONER & Co., WATCH AND CHRONOMETER MANUFACTURERS, AND JEWELLERS.

NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.

46, Queen's Road Central. Hongkong, August 20, 1877. fe20

KWONG HING CHEUNG & Co., COAL MERCHANTS. Have always on hand for Sale every description of COAL at Moderate Prices.

Mr. ANYON has been appointed Manager, and all Orders addressed to him at 57, Praya, or to Mr. PAT JACK, at 30, Hing Lung Street, will receive immediate attention. Hongkong, March 19, 1877. mo19

THE BANKRUPTCY ACT, 1869.

IN H. M. PROVINCIAL COURT AT AMOY.

In the matter of proceedings for Liquidation by arrangement or composition with Creditors instituted by JOHN DODD and CRAWFORD DAVISON KERR, trading under the Style of DODD & Co., at AMOY and TAMSUI.

NOTICE is hereby given that the Second MEETING of CREDITORS of the above-named Persons has been summoned to be held at Messrs DODD & Co.'s Offices, Amoy, on the 12th day of January, 1878, at 2 o'clock in the Afternoon precisely. Dated this 5th day of December, 1877. JOHN DODD, CRAWFORD D. KERR, by his Attorney, J. DODD.

OFFICE OF THE SHANGHAI STEAM NAVIGATION COMPANY, IN LIQUIDATION.

A SECOND RETURN OF CAPITAL at the Rate of FIVE TARELS per SHARE will be made to Shareholders of record on the 1st October, Payable at the Office of the Liquidators, on the 8th Inst.

Warrants will be delivered by the Under-signed to Shareholders or their lawful representatives on presentation of Share Certificates for Endorsement. The Transfer BOOKS of the Company will be CLOSED from the 2nd to the 8th Instant, inclusive.

By Order, RUSSELL & Co., Liquidators. Shanghai, October 2, 1877.

Shipping.

Steamers.

FOR SWATOW, AMOY & FOOCHOW. The Steamship "DOUGLAS," Captain G. D. PITMAN, will be despatched for the above Ports on SUNDAY, the 13th Instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co. Hongkong, January 8, 1878. ja13

FOR AMOY, TAMSUI & TAIWANFOO. The Steamship "HAILONG," Captain J. C. ABBOTT, will be despatched for the above Ports on MONDAY, the 14th Instant, at Noon.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co. Hongkong, January 10, 1878. ja14

PERU & CHINA MAIL STEAMSHIP COMPANY.

FOR HONOLULU & CALLAO. STEAMSHIP "PERUSIA," Captain J. McKimby, WILL be despatched for CALLAO via HONOLULU, on SUNDAY, the 18th Instant, at Noon, instead of as previously advertised.

For Freight or Passage, apply to OLYPHANT & Co., General Agents. Hongkong, January 11, 1878. ja18

FOR YOKOHAMA & HIOGO. The Steamship "GALLEY OF LORNE," expected from SINGAPORE, will have immediate despatch as above.

For Freight or Passage, apply to JARDINE, MATHESON & Co. Hongkong, January 10, 1878.

Shipping.

Steamers.

FOR SINGAPORE, PENANG AND CALOUTTA. The Steamship "VENICE," P. L. RHOOD, Commander, will be despatched as above on TUESDAY, the 15th Instant, at 3 o'clock p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co. Hongkong, January 8, 1878. ja15

FOR SINGAPORE, PENANG AND CALOUTTA. The Steamship "HINDUSTAN," Captain T. S. GARDNER, will leave this for the above Ports on TUESDAY, the 15th Instant, at 3 p.m.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents. Hongkong, January 8, 1878. ja15

Sailing Vessels.

FOR HAMBURG (DIRECT). The 41 German Bark "JULIEN," WENDT, Master, will load here and meet with quick despatch as above.

For Freight, apply to SLEMSSEN & Co. Hongkong, December 28, 1877.

FOR DUNEDIN (N. Z.). The 41 German Bark "MARIE," Capt. BURMEISTER, will load here for the above Port, and have a quick despatch.

For Freight or Passage, apply to ROZARIO & Co. Hongkong, November 14, 1877.

FOR HAMBURG. The 41 Clipper Bark "GOLDEN RUSSETT," RICHARDSON, Master, will have quick despatch as above.

For Freight, apply to Wm. FUSTAU & Co., Agents. Hongkong, November 23, 1877.

FOR LONDON. The 100 41 British Ship "BROOMHALL," H. BATE, Master, will load here and have quick despatch.

For Freight, apply to MEYER & Co. Hongkong, January 7, 1878.

FOR NAGASAKI. The 41 American Barkentine "ANNIE S. HALL," NELSON, Master, will load for the above Port, and will have immediate despatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, January 5, 1878.

FOR NEW YORK. The 41 American Barkentine "MARTIN," R. HOWES, Master, will load here for the above Port, and will have immediate despatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, January 3, 1878.

FOR NEW YORK. The 41 American Bark "B. F. WATSON," HAWKINS, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, January 3, 1878.

FOR SAN FRANCISCO. The 41 British Clipper Ship "OLLURNUM," SHREWSBURY, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, December 26, 1877.

FOR HAMBURG AND LONDON. The 41 British Ship "ONIDA," S. CYRUS, Master, having 3/4ths of her Cargo engaged, will load here as above, and will be despatched on or about the 31st December.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, November 27, 1877.

Mails.



STEAM FOR
Singapore, Penang, Point de Galle,
Aden, Suez, Malta, Brindisi,
Ancona, Venice, Mediterranean
Ports, Southampton,
and London,
Also,
Bombay, Madras, Calcutta, and
Australia.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
GERALD, Captain FRASER, will leave
this on THURSDAY, the 17th January,
at Noon.

For further Particulars, apply to
A. LIND, Superintendant,
Hongkong, January 7, 1878. ja17

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer CITY OF
PEKING will be despatched for San
Francisco, via Yokohama, on SATUR-
DAY, the 19th January, at Noon, taking
Passengers, and Freight, for Japan, the
United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Indian Oceans of the United States via Over-
land Railways, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America by the Company's and
connecting Steamers.

Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers.
A REDUCTION OF TWENTY PER
CENT on regular rates is granted to
OFFICERS OF THE ARMY AND NAVY,
and MEMBERS OF THE CIVIL AND
CONSULAR SERVICES IN COMMISSION.

Freight will be received on board until
4 p.m., 18th January. Parcel Packages
will be received at the office until 5 p.m.,
same day; all Parcel Packages should be
marked to address in full; value of same
is required.

Consular Invoices to accompany Overland
Cargo should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.
For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 9, Praya Central.

RUSSELL & Co., Agents.
Hongkong, December 31, 1877. ja19

Occidental & Oriental Steam-
Ship Company.

TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL

and
UNION PACIFIC AND CONNECTING
RAILROAD COMPANIES

AND
ATLANTIC STEAMERS.

THE S. S. "OCEANIC" will be de-
spatched for San Francisco via Yoko-
hama, on FRIDAY, the 1st February,
at 8 p.m., taking Cargo and Passengers for
Japan, the United States and Europe.

Connection is made at Yokohama, with
Steamers from Shanghai.

Freight will be received on Board until
4 p.m. of the 31st January. PARCEL
PACKAGES will be received at the Office
until 5 p.m. same day; all Parcel Packages
should be marked to address in full; value
of same is required.

A REDUCTION is made on RETURN PAS-
SAGE TICKETS.

For further information as to Freight
on Passage, apply to the Agency of the
Company, No. 37, Queen's Road Central.
G. B. EMORY, Agent.

Hongkong, January 4, 1878. fe1

THE CHINESE MAIL.

TERMS OF ADVERTISING IN THE
Chinese Mail.

TWO cents a character for the first 100
characters, and one cent a character
beyond the first 100, for first insertion, and
half price for repetitions during the first
week. Subsequent week insertions will
be charged only one half the amount of the
first week's charge. Advertisements for
half a year and longer will be allowed a
deduction of 25 per cent on the total amount,
and contracts for more favourable terms
can be made.

Efforts have been made to establish
Agents for circulating the Chinese Mail in all
the ports and in the interior of China, all
the ports in Japan, in Saigon, Singapore,
Penang, Calcutta, Batavia, Manila, the
Philippines, Australia, San Francisco, Port
and other places which Chinese frequent.
When the list of Agents is completed,
it will be published. Agents have been
already established in most of the above
places, and in important ports more than
five agents have been appointed at each.

OHUN AYIN,
Manager.

Hongkong, January 22, 1878.

Notices to Consignees.

COMPAGNIE DES MESSAGERIES
MARITIMES.

S. S. SINDH.

NOTICE.

CONSIGNEES of Cargo per S. S.
Sindh, from London, in connection
with the above Steamer, are hereby in-
formed that their Goods are being landed
and stored at their risk at the Company's
Godowns, whence delivery may be obtained
immediately after landing.
Optional Cargo will be forwarded on,
unless intimation is received from the Con-
signee, before To-morrow, the 10th Inst.,
at Noon, requesting it to be landed here.
Bills of Lading will be countersigned by
the Undersigned.

Goods remaining unclaimed after WED-
NESDAY, the 16th January, 1878, at Noon,
will be subject to rent and landing charges.
No Fire Insurance has been effected.

H. DU POUEY,
Agent.

Hongkong, January 9, 1878. ja16

GERMAN STEAMER GALATEA,
Bismar, Master, FROM HAMBURG,
PENANG AND SINGAPORE.

CONSIGNEES of Cargo by the above
Steamer are hereby informed, that their
Goods are being landed and stored at
their risk in the Godowns of the Under-
signed, from whence delivery may be ob-
tained.

Consignees wishing to take delivery of
their Goods from the Boats alongside the
Wharf are at liberty to do so.
Goods remaining in store after the 17th
Instant will be subject to rent.

No Fire Insurance has been effected.
Optional Cargo will be forwarded unless
written notice to the contrary is given
until To-morrow, the 11th Inst., at 11 a.m.
Bills of Lading will be countersigned by
Wm. PUSTAU & Co.,
Agents.

Hongkong, January 10, 1878. ja17

CONSIGNEES of Cargo per Norwegian
Bark VEGA, Nordre, Master, from
HAMBURG, are requested to take im-
mediate delivery of their Goods from
alongside the Vessel.

Cargo impeding the discharge will be
landed and stored at Consignees' risk and
expense.

Bills of Lading will be countersigned by
Wm. PUSTAU & Co.,
Agents.

Hongkong, January 8, 1878.

NOTICE.

THE CHINESE MAIL.

FROM and after the Chinese New Year's
day (February 17, 1878) the Chinese
Mail will be issued DAILY instead of
WEEKLY as heretofore. No charge, how-
ever, will be made in the price of subscrip-
tion, which will remain at \$4 per annum.
The charges for advertisements are now
assimilated to those of the Chinese Mail.
The unusual success which has attended
the Chinese Mail makes it an admirable
medium for advertisement.

The Conductors guarantee an eventual
circulation of one thousand copies. It is
already the most influential native journal
published, and enjoys considerable prestige
at the Ports of China and Japan, and at
Singapore, Penang, Calcutta, San Francisco
and Australia.

For terms, &c., address
Mr OHUN AYIN,
Manager.

China Mail Office,
17th February, 1874.

INSURANCES.

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of
China and Japan, and at Singapore,
Saigon and Penang.

Risks accepted, and Policies of Insurance
granted at the rates of Premium current at
the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRIE,
Secretary.

Hongkong, November 1, 1871.

LANCASHIRE INSURANCE
COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant
Policies against the Risk of FIRE on
Buildings or on Goods stored therein, on
Goods in Mats, on Goods on board
Vessels and on Hulls of Vessels in Har-
bour, at the usual Terms and Conditions.

Proposals for Life Assurances will be re-
ceived, and transmitted to the Directors
for their decision.

If required, protection will be granted on
first class Lives up to \$1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information, apply to
ARNOLD, KARBURG & Co.,
Agents Hongkong & Canton.

Hongkong, January 4, 1867.

QUEEN FIRE INSURANCE
COMPANY.

THE Undersigned are prepared to grant
Policies against Fire to the extent of
\$45,000 on Buildings, or on Goods stored
therein, at current local rates, subject to a
Discount of 20% on the Premium.

NORTON & Co.,
Agents.

Hongkong, January 1, 1878.

Insurances.

YANGTSE INSURANCE ASSO-
CIATION.

CAPITAL—Fully Paid-up.....Tls. 420,000
PERMANENT RESERVE....." 230,000
SPECIAL RESERVE FUND....." 75,000
Total Capital and accumula-
tions this date.....Tls. 725,000

Directors:

F. B. FORBES, Esq., Chairman.
M. W. BOYD, Esq., O. KREBS, Esq.,
M. P. EVANS, Esq., O. LUGAN, Esq.

Secretaries:

Messrs. RUSSELL & Co., Shanghai.
Messrs. BARNES BROTHERS & Co.

HONGKONG, LONDON, SAN FRANCISCO, and
the Principal Ports in the East.

POLICIES granted on Marine Risk to
all parts of the World, at current
rates.

Subject to a charge of 12% for interest
on Shareholders' Capital, ALL THE PROFITS
OF THE UNDERWRITING BUSINESS will be
annually distributed among all Contribu-
tors of Business in proportion to the
premium paid by them.

RUSSELL & Co.,
Agents.

Hongkong, October 1, 1877. ool

CHINESE INSURANCE COMPANY,
(LIMITED.)

NOTICE.

POLICIES granted at current rates on
Marine Risk to all parts of the World,
in accordance with the Company's Articles
of Association, Two Thirds of the Profits
are distributed annually to Contributors,
whether Shareholders or not, in proportion
to the net amount of Premiums contributed
by each, the remaining third being carried
to Reserve Fund.

OLYPHANT & Co.,
General Agents.

Hongkong, April 17, 1873.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above
Company, are prepared to grant In-
surances at current rates.

MELCHERS & Co.,
Agents, Royal Insurance Company.

Hongkong, October 27, 1874.

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

Incorporated by Royal Charter and
Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned, AGENTS at Hongkong
for the above Company, are prepared
to grant Policies against FIRE, to the
extent of £10,000 on any Building, or
on Merchandise in the same, at the
usual Rates, subject to a discount of 20
per cent.

GILMAN & Co.,
Agents.

Hongkong, July 6, 1875.

SHEONG ON FIRE INSURANCE
COMPANY, LIMITED.

CAPITAL ONE MILLION DOLLARS.

Directors.

KWOK ACHONG, Merchant.
PANG YIM, Merchant.
HO SAM, of Hop Yik Chan, Merchant.
LOO YEE, of the Yee On Hong, Merchant.
LEE SING, of Lai Hing Firm, Merchant.
CHEUNG SING YONG, Merchant.
CHOW CHAN, Merchant.

Manager—HO AMEL.

POLICIES against FIRE granted on
BUILDINGS and on Goods stored
therein at CURRENT RATES, subject to
Discount of 20% on the Premium.

OFFICE, 48, Bonhom Strand.

Hongkong, August 28, 1877. au23

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER
of
His Majesty King George The First,
A. D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:—
Marine Department.
Policies at current rates payable either
here, in London or at the principal Ports
of India, China and Australia.

Fire Department.
Policies issued for long or short periods at
current rates. A discount of 20% allowed.

Life Department.
Policies issued for sums not exceeding
\$5,000 at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, July 25, 1873.

MANCHESTER FIRE ASSURANCE
COMPANY OF MANCHESTER
AND LONDON.

THE Undersigned have been appointed
Agents for the above Company at
Hongkong, Canton, Foochow, Shanghai
and Hankow, and are prepared to grant
Insurances at current rates.

HOLLIDAY, WISE & Co.
Hongkong, October 14, 1868.

Intimations.

IN THE GOODS OF
GEORGE UNDERHILL SANDS,
Deceased.

NOTICE is hereby given that all Cre-
ditors and other Persons, having any
CLAIMS or DEMANDS upon or against
the Estate of GEORGE UNDERHILL
SANDS, late of Victoria, Hongkong, Pat-
ent Slip Proprietor and Ship-builder, who
died at Victoria aforesaid on the 30th
day of October, 1877, and whose Will was
duly proved, and who was granted
to WILLIAM HOWELL FORBES, of Victoria
aforesaid, Esquire, the Executor thereof
named by the Supreme Court of Hong-
kong, in its Probate Jurisdiction on the
8th day of November, 1877, are hereby re-
quired to send, in writing, the particulars
of their Claims or Demands to the said
WILLIAM HOWELL FORBES at his address
aforesaid, or to the Undersigned WILLIAM
HENRY BREKERTON, the Solicitor of the
said WILLIAM HOWELL FORBES, at the
office of the said Wm. Henry Brekerton,
29, Queen's Road, Hongkong, on or before
the 1st day of May, 1878.

And notice is hereby given that at the ex-
piration of the last mentioned day, the said
WILLIAM HOWELL FORBES will proceed to
distribute the assets of the said GEORGE
UNDERHILL SANDS amongst the parties
entitled thereto, having regard to the
Claims of which the said WILLIAM HOWELL
FORBES shall then have had notice; and
that the said WILLIAM HOWELL FORBES
will not be liable for the assets, or any part
thereof, so distributed, to any person of
whose Claim the said WILLIAM HOWELL
FORBES shall not have had notice at the
time of the distribution.

Dated this 1st day of January, 1878.
WM. H. BREKERTON,
Solicitor for the said JOHN FAIRBAIRN.

WILLIAM HOWELL FORBES.

A NEW STOCK OF
NEXT JOBBING TYPES
HAVING BEEN RECEIVED
FROM ENGLAND.

THIS OFFICE IS PREPARED TO
EXECUTE
BOOK & JOB PRINTING
OF EVERY DESCRIPTION
AT REASONABLE RATES.

FANCY BALL PROGRAMMES
ASSORTED SIZES, IN GOLD AND COLOURS.

BALL PENCILS,
assorted colours.

MENU CARDS,
In Gold & Coloured Borders & Patterns.

BOOKS BOUND IN APPROVED
PATTERNS.

For Sale.

AGREEMENTS FOR FOREIGN-GOING
SHIPS.

LADY'S AND GENTLEMAN'S WASHING
BOOKS.

CONTRACT PASSAGE TICKETS,
EXPORT CARGO REPORTS,
POWERS OF ATTORNEY,
CHARTER PARTIES,
SHIPPING ORDERS,
BILLS OF LADING,
PASSENGER LISTS,
BILLS OF SALE,
LOG BOOKS,
WILLS,
&c., &c., &c.

China Mail Office, 2, Wyndham Street,
(Back of Club).

THE HONGKONG CHINESE MAIL.

THE Circulation of THIS PAPER has
been very much extended. The fol-
lowing are some of its Agents:—
Macao.—Man Chuen Shop.
Canton.—Sing Chuen Native Post Office,
Luen Hing Street; Chui Heung Low Hotel,
Luen Hing Street; Kwong Tin Fat Shop, Yan
Teal Street; Mr Sit Chuen Fan, Tung Wen
Kwai; Yuen Fong Shop, in front of the
Provincial Treasurer's Office; How Yuen
Shop, Small Market Street, New City; Yee
Cheung Photograph Shop, Honam; Kwai
Heung Shop, Sui Cheung Hong; Woh Shun
Loong Hong.

Amoy.—Chin Cheong Hong, Mook Kik
Street.
Foochow.—Mr Yit Ching Cheong, Foo-
chow Arsenal; Mr Lam Kwok Ching, Mar-
time Customs.

Shanghai.—Mr Ng Ching Shun, Mar-
time Customs; Mr Ho Yue Chuen, Mar-
time Customs; Mr Chuen Sing Hol, Messrs
Jardine, Matheson & Co.; Mr Kwong
Chuen Fook, Educational Mission School;
and Mow Sing Sang Kee shop.

Ningpo.—Mr Sung Min Chee, Maritime
Customs.
Hankow.—Yee Hing Hong.
Ohfco.—Yee Shun Hong.

Japan.—Mr Leong Chun Tong, Man-
dai Office, Yokohama.
Saigon.—Wohang Hong.

Singapore.—Ting Kee Hong; Kwong
Book Sang Hong.

Penang.—Yow Wing Fong; Argus Office.
Calcutta.—Mow Sing Company.

San Francisco.—Kwong Fong Tai Hong.

The above are some of the Agencies;
others will be published, when they are
arranged for. Negotiations are in progress
with the express carriers who carry the
official despatches and Peking Gazette, to
circulate the Chinese Mail in the interior of
China.

Hongkong, March 10, 1878.

Intimations.

IN THE GOODS OF
JAMES SMITH FERRIES,
Deceased.

NOTICE is hereby given that all Cre-
ditors and other Persons, having any
CLAIMS or DEMANDS upon or against
the Estate of JAMES SMITH FERRIES,
late Master of the S. S. "ZEALANDIA,"
who died at Sea on Board the said Vessel,
on the 8th day of February 1877, and
whose Will was duly proved, and Letters
of Administration, with the Will annexed,
of whose personal Estate were duly granted
to JOHN FAIRBAIRN, of No. 27 Queen's
Road, in the Colony of Hongkong, by the
Supreme Court of Hongkong, in its Pro-
bate Jurisdiction, on the 22nd day of Sep-
tember 1877, are hereby required to send
in writing the particulars of their Claims
or Demands to the said JOHN FAIRBAIRN
at his address aforesaid, or to the Under-
signed WILLIAM HENRY BREKERTON, the
Solicitor of the said JOHN FAIRBAIRN, at
the Office of the said WILLIAM HENRY
BREKERTON, 29, Queen's Road, Hongkong,
on or before the 15th day of January, 1878.
And notice is hereby given that at the
expiration of the last mentioned day, the
said JOHN FAIRBAIRN will proceed to dis-
tribute the Assets of the said JAMES
SMITH FERRIES amongst the parties
entitled thereto, having regard to the
Claims of which the said JOHN FAIRBAIRN
has then had notice; and that the said
JOHN FAIRBAIRN will not be liable for the
Assets or any part thereof, so distributed,
to any person of whose Claim the said
JOHN FAIRBAIRN has not had notice at the
time of the distribution.

Dated this 3rd day of October, 1877.
WM. H. BREKERTON,
Solicitor for the said JOHN FAIRBAIRN.

ja16

Volume Sixth of the

"CHINA REVIEW."

Now Ready.

No. II.—Vol. VI.

—OF THE—

"CHINA REVIEW"

CONTAINS—

The Rhymes of the Sh-king.
Brief Sketches from the Life of K'ung-ming.
(Continued from Vol. V., page 367).
The Wild Silk-worms of the Province of
Shantung.
Notes on Chinese Grammar (Continued from
Vol. V., page 362).
Geographical Notes on the Province of
Kiangsi.
Translations of Chinese School-books.
Short Notices of New Books and Literary
Intelligence.
Notes and Queries:—
Bankruptcy in China.
The Share taken by Chinese and Ban-
nermen Respectively in the Gov-
ernment of China.
Laws of Sale amongst the Chinese.
Studies in Words.—Roots Meaning One.
The Character 利.
Chinese Antiquity.
Shin versus Shangti.
A Rare Chinese Primer.
Were Yao and Shun Historical Persons?
Native Literature on Chinese Porcelain.
Books Wanted, Exchanges, &c.

China Mail Office,
Hongkong, October 31, 1877.

PRICE \$6.

THE TREATY PORTS
OF
China and Japan.

A COMPLETE GUIDE TO THE OPEN PORTS OF
THOSE COUNTRIES, TOGETHER WITH PE-
KING, YEDO, HONGKONG AND MACAO.

FORMING A GUIDE BOOK & VADE ME-
CUM FOR TRAVELLERS, MERCHANTS,
AND RESIDENTS IN GENERAL.

8vo. pp. 618. With 29 MAPS and PLANS
by
WM. F. MAYERS, N. B. DENNIS, and
CHAR. KING.
COMPILED AND EDITED BY N. B.
DENNIS, P.E.D.

LONDON: N. TAYLOR & Co.
HONGKONG: China Mail Office.

Price, \$6, leather half bound.

The scope of this work includes detailed
descriptions of important Sites and Monu-
ments, notes on the Climate and general
TOPOGRAPHY, FAUNA, FLORA, GEOLOGY
and METEOROLOGY of each Port and its
neighbourhood, with HISTORICAL NOTICES
and minute details respecting the rise and
progress and social characteristics of the
several foreign settlements. To these par-
ticulars are added summaries and statistics of
the TRADE of each open Port, compiled from
official returns, together with statements
respecting COINAGE, CURRENCY, and EX-
CHANGES, LIVES OF SHIP COMPANY, MONEY,
DISTANCES, and rates of PASSAGE MONEY.
Hints, and recommendations to travellers,
giving full particulars of OUTFIT and mode
of proceeding to the less frequented settle-
ments are also included, combined with
notes on DOMESTIC MARKETS and Mode
of living.

In addition to furnishing similar particu-
lars, the Section devoted to Hongkong
contains an historical sketch forming a
chronological index of the chief events
which occupied public attention between
1841 and 1865, including POLITICAL EVENTS,
CHANGES in the GOVERNMENT SERVICE, the
passing of important ORDINANCES, the
ARRIVAL and DEPARTURE of EMINENT
RESIDENTS, a record of the most notable
PRICES, ROBBERIES, MURDERS, FRAUDS,
FIRES and CRIMINAL TRIALS, ADDRESSSES
and PRESENTATIONS, &c., &c.

The appendix contains full tables of the
various steam companies' lines

POSTAL RATES.

[Subjoined we give the postal rates now in force for transmission of correspondence to all parts of the world. Detailed rules affecting the transmission of packets, parcels, &c., will be found annexed, together with a number of miscellaneous and useful notices.]

Hongkong Rates of Postage.

(Revised Nov. 9th, 1877.)

In the following Statements and Tables the Rates are given in cents, and are, for Letters, per half ounce, for Books and Patterns, per two ounces.

Newspapers over four ounces in weight are charged as double, treble, &c., as the case may be, but such papers or packets of papers may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must anything whatever be inserted except bona fide Supplements. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Prices Current may be paid either as Newspapers or Books.

N.R. means No Registration.

Countries of the Postal Union.

The Union may be taken to comprise Europe, the United States, Brazil, India (including Ceylon, the Straits, and Aden), Japan, Egypt, Labuan, Mauritius, Seychelles, Jamaica, Trinidad, British Guiana, and Bermuda, with all French, Danish, Netherlands, Portuguese, and Spanish Colonies.

Countries not in the Union.—The chief countries not in the Union are: the Australasian Group, British North America, Africa (except French, &c., Colonies), and Central America.

Postage to Union Countries.

General Rates, by any route.—
Letters, 12 cents per ½ oz.
Registration, 8 cents.
Newspapers, 2 cents each.
Books and Patterns, 4 cents per 2 oz.

Exceptional rates, to the United Kingdom and Union Countries served through the United Kingdom via Brindisi only.—

Letters, 16 cents per ½ oz.
Registration, 8 cents.
Newspapers, 4 cents each.
Books and Patterns, 6 cents per 2 oz.

There is no charge on redirected correspondence within the Postal Union.

Postage to Non-Union Countries.

W. Africa, Falkland Islands, Lagos, Gold Coast, Liberia, Sierra Leone, Gambia, Cape Verde Islands.—

Letters, 22 36
Registration, 12 12
Newspapers, 4 6
Books & Patterns, 8 10

Aspinwall, Panama.—

Letters, 18 34 38
Registration, None. None. None.
Newspapers, 4 4 6
Books & Patterns, 6 8 10

Canada, Vancouver, Prince Edward's Island, New Brunswick, and Nova Scotia.—

Letters, 12* 16 20
Registration, 8 12 12
Newspapers, 2* 4 6
Books & Patterns, 4* 6 8

Bahamas, Hayti.—

Letters, 14 34 38
Registration, None. None. None.
Newspapers, 4 4 6
Books & Patterns, 6 8 10

Bolivia, Chili, Ecuador, and Peru.—

Letters, 30 46 50
Registration, 12 12 12
Newspapers, 4 4 6
Books & Patterns, 6 8 10

Hawaiian Kingdom.—

Letters, 16 16 20
Registration, None. None. None.
Newspapers, 4 4 6
Books & Patterns, 6 8 10

W. Indies, (except as above) Costa Rica, Guatemala, Monte Video, New Granada, and Venezuela.—

Letters, 26 34 38
Registration, 4 4 6
Books & Patterns, 6 8 10

Australia, New Zealand, Tasmania, Fiji (N.Z.), Natal, Cape, St. Helena, Ascension.

Letters, by Contract Packet 24; by Private Ship 12; Registration, 12; Newspapers, 2; Books and Patterns, 4.

* A small extra charge is made on delivery.
† Cannot be sent via San Francisco.

LOCAL AND TOWN POSTAGE.

Within any Town or Settlement, or between Hongkong, Canton, and Macao, in either direction,..... 2 8 2 2

Between any other two of the following places (through a British Office) viz.,—Hongkong, Macao, Ports of China and Japan, Bangkok, Saigon, and the Philippines, by Private Ship,..... 4 8 2 2

Between the above by Contract Mail,..... 8 8 2 4

Any publication fulfilling the conditions hereafter named can pass as a newspaper.

The conditions are as follows:—

1st. The publication must consist wholly or in great part of political or other news, or of articles relating thereto, or to other current topics, with or without advertisements.

2nd. It must be published in numbers, at intervals of not more than 31 days, and must be printed on a sheet or sheets unattached.

3rd. The full title and date of publication must be printed at the top of the first page, and the whole or part of the title and the date of publication at the top of every subsequent page; and this regulation applies to Tables of Contents and Indices.

4th. A supplement must consist wholly or in great part of matter like that of a newspaper, or of advertisements, printed on a sheet or sheets, or a piece or pieces of paper, unattached; or wholly or in part of engravings, prints, or lithographs illustrative of articles in the newspaper.

The supplement must in every case be published with the newspaper, and must have the title and date of publication of the newspaper printed at the top of every page; or, if it consists of engravings, prints, or lithographs, at the top of every sheet or side.

A packet containing two or more newspapers is not chargeable with a higher rate of postage than would be chargeable on a book packet of the same weight.

A newspaper posted unpaid, or a packet of newspapers posted either unpaid or insufficiently paid, is treated as an unpaid or insufficiently paid book packet of the same weight.

The postage must be prepaid either by an adhesive stamp, or by the use of a stamped wrapper.

No newspaper can now be sent through the post a second time for the original postage. For each transmission a fresh postage is required.

Every newspaper must be posted either without a cover (in which case it must not be fastened, whether by means of gum, water, sealing wax, postage stamp, or otherwise) or in a cover entirely open at both ends, so as to admit of easy removal for examination. If this rule be infringed the newspaper is treated as a letter.

Every newspaper must be so folded, as to admit of the title being readily inspected.

A newspaper or packet of newspapers which contains any enclosure except supplements is charged as a letter, unless the enclosure be such as might be sent at the book rate of postage, and the entire packet be sufficiently prepaid as a book packet, in which case it is allowed to pass.

A newspaper which has any letter, or any communication of the nature of a letter, written in it or upon its cover, is charged as an unpaid, or insufficiently paid letter, unless a packet of newspapers may be above 5 lbs. in weight, nor above two feet in length, one foot in width, nor one in depth.

A book-packet may contain any number of separate books or other publications (including printed or lithographed letters), photographs (when not on glass or in cases containing glass or any like substance), drawings, prints, or maps, and any quantity of paper, or any other substance in ordinary use for writing or printing upon; and the books or other publications, prints, maps, &c., may be either printed, written, engraved, lithographed, or plain, or any mixture of these. Further, all legitimate binding, mounting, or covering of a book, &c., or of a portion thereof, is allowed, whether such binding, &c. be loose or attached; as also rollers in the case of prints or maps, markers (whether of paper or otherwise) in the case of books, pens or pencils in the case of pocket-books, &c., and, in short, whatever is necessary for the safe transmission of such articles, or usually appertains thereto; but the binding, rollers, &c. must not be sent as a separate packet.

Circulars, i.e., letters which are intended for transmission in identical terms to several persons, and the whole or the greater part of which is printed, engraved, or lithographed, may also be sent by book post.

But a book-packet may not contain any letter, or communication of the nature of a letter (whether "separate or otherwise), unless it be a circular-letter or be wholly printed; nor any enclosure sealed or in any way closed against inspection; nor any other enclosure not allowed by Rule 3. If this rule be infringed, the entire packet is charged as a letter.

A book-packet may be posted either without a cover (in which case it must not be fastened, whether by means of gum, water, sealing wax, postage stamp, or otherwise), or in a cover entirely open at both ends, so as to admit of the contents being easily withdrawn for examination; or otherwise it is treated as a letter. For the greater security of the contents, however, it may be tied at the ends with string. Postmasters being authorized to cut the string in such cases, although if they do so they must again tie up the packet.

No book-packet may be above 5 lbs. in weight, nor above 24 inches in length, 12 inches in width, or 12 inches in depth, unless it be sent to or from one of the Government offices.

When, owing to a great and unusual influx of letters, books, &c., the transmission or delivery of the letters would be delayed if the whole mail were dealt with without distinction, book-packets may be kept back till the next despatch or delivery.

The limit of size for a book-packet addressed to any place abroad is 24 inches in length and 12 inches in width or depth.

PATTERNS.

They must not be of intrinsic value. This rule excludes all articles of a saleable nature, and indeed whatever may have a value of its own, apart from its mere use as a pattern; and the quantity of any material sent ostensibly as a pattern must not be so great that it can fairly be considered as having on this ground an intrinsic value.

Pattern and Sample Post to colonies and foreign countries is restricted to bona fide trade orders or samples of merchandise. Goods sent for sale, or in execution of an order (however small the quantity may be), or any articles sent by one private individual to another, which are not actual patterns or samples, are not admissible.

Patterns or samples, when practicable, must be sent in covers open at the ends, and in such a manner as to be easy of examination. But samples of seeds, drugs, and such like articles, which cannot be sent in covers of this kind, but such articles only, may be posted enclosed in boxes, or bags of linen, of other material, fastened in such a manner that they may be readily opened; or, in the case of seeds, &c., for the United States of America, Holland, and its possessions, Belgium, Denmark, Greece, Portugal, and its possessions, and Switzerland, L. bags entirely closed, provided such closed bags are transparent, so

as to enable the Officers of the Post Office readily to satisfy themselves as to the nature of the contents.

There must be no writing or printing upon or in any packet except the address of the person for whom it is intended, the address of the sender, a trade mark or number, and the price of the articles.

Samples of intrinsic value must not be sent to any foreign country except United States; and in the case of France samples of either down, raw, or thread silk, woolen or goats' hair thread, vanilla, saffron, carmine, or isinglass, are considered to fall under this rule if they weigh more than three ounces; and up to this weight raw and spun silk, as well as coloured and twisted silk, may be sent to Germany.

The rule which forbids the transmission through the Post of any article likely to injure the contents of the Mail Bags or Boxes, or the person of any Officer of the Post Office, is, of course, applicable to the Pattern Post; and a packet containing anything of the kind will be stopped, and not sent to its destination. Articles such as the following have been occasionally posted as Patterns, and have been detained as unfit for the Post, viz.: Metal boxes, porcelain and China, fruit, vegetables, bunches of flowers, cuttings of plants, spurs, knives, scissors, needles, pins, pieces of machinery, sharp pointed instruments, samples of metals, samples of ore, samples in glass bottles, pieces of glass, acids of various kinds, curry combs, copper and steel engraving plates, and confectionery of all kinds.

Such articles as scissors, knives, razors, forks, metal pens, nails, keys, watch machinery, metal tubing, pieces of metal or ore, provided that they be packed and guarded in so secure a manner as to afford complete protection to the contents of the mail bags and to the Officers of the Post Office, while at the same time they may be easily examined, may be sent as samples to the following countries, but to these alone; viz., the Azores, Belgium, Cape de Verd Islands, Denmark, Egypt, Germany, Holland, Madeira, Moldavia, Norway, Portugal, Sweden, Switzerland, Turkey, United States, Wallachia, and the British Colonies. Indigo cannot be sent to any place abroad.

A packet of patterns or samples sent to the Azores, Cape de Verd Islands, France, Madeira, Portugal, or by French packet, to Turkey, Syria, or Egypt, must not exceed 18 inches in length, width, or depth; a packet to any other place abroad must not exceed 24 inches in length or 12 inches in width or depth.

To provide the greatest possible facilities for posting Correspondence for Europe, &c., up to the latest moment before the departure of the French Packets, arrangements have been made for receiving at the Post Office late letters—except those to and through Australia—from 11.10 a.m. to 11.30 a.m. Each letter must bear a late fee of 18 cents extra postage.

The above arrangement is intended to meet occasional emergencies, and not for the regular posting of extensive correspondence. Should it be found, therefore, that large and unmanageable numbers of letters are habitually thrown upon the Department at the last moment, a heavier late fee will be imposed.

A similar supplementary Mail will be made up for Shanghai by the English and French Contract Steamers, the late letters being received from 10 minutes after, up to half an hour after the time of closing. The late fee will also be 18 cents.

Miscellaneous Notices.

There will be communication with Australia via Batavia and Port Darwin, as follows:—

Leave Hongkong by French Packet, Sept. 15, Nov. 29, Leave Batavia, Oct. 1, Dec. 13, Due at Port Darwin, Oct. 12, Dec. 24, 1878.

Sydney, Oct. 31, Jan. 12, Melbourne, Nov. 6, Jan. 18, Adelaide, Nov. 12, Jan. 24.

For the present the correspondence can only be paid to Batavia, from which place it may possibly be forwarded without further charge.

Mails exchanged with Manila and Saigon.

The Philippine Islands being now admitted into the General Postal Union, it follows that all paid correspondence received from Manila in the mails will be delivered free by this Office, and that all paid correspondence sent to Manila in the mails should be delivered free there.

Article IX of the Postal Treaty of Berne provides that "Neither the senders nor the addressees of letters and other postal packets shall be called upon to pay, either in the Country of Origin, or in that of Destination, any tax or duty other than the recognized rates levied (in the case of paid correspondence) by the despatching Office. It is hoped that any extra charge, or apparently extra charge, will at once be brought to the notice of the proper authorities, in either Colony.

The above does not apply in any to letters sent outside the mails. These will always be charged on arrival in Hongkong and probably the Manila Office will adopt the same course.

Complaints are sometimes received of extra charges on correspondence exchanged between this Colony and Saigon, but it is believed it would be found in all cases that the letters, &c., had been sent loose.

Any Foreign stamps on loose correspondence are obliterated in this Office.

Indian Correspondence.

Unpaid Letters are not received for the Indian Mail Packets.

The Pre-payment of correspondence for the Straits, India, Ceylon, and Aden is compulsory by whatever opportunity it is forwarded.

Registration to Bangkok.

Her Britannic Majesty's General Post Office for the Straits, India, Ceylon, and Aden is compulsory by whatever opportunity it is forwarded.

Registration to Bangkok.

Her Britannic Majesty's General Post Office for the Straits, India, Ceylon, and Aden is compulsory by whatever opportunity it is forwarded.

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Merchant Vessels in Hongkong Harbour.

Exclusives of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore K., and those in the body of the Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

- Section.
1. From Green Island to the Gas Works.
 2. From Gas Works to the Novelty Iron Works.
 3. From Novelty Iron Works to the Harbour Master's Office.
 4. From Harbour Master's Office to the P. and O. Co.'s Office.

- Section.
5. From P. and O. Co.'s Office to Peddar's Wharf.
 6. From Peddar's Wharf to the Naval Yard.
 7. From Naval Yard to the Pier.
 8. From Pier to East Point.

Vessel's Name.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers						
Amoy	Brit. str.	876	Jan. 8	Siemssen & Co.	Shanghai	K'loon Dock
Bombay	Brit. str.	1079	Jan. 2	P. & O. S. N. Co.	Yokohama	
Campana	Brit. str.	96	Oct. 2	Kwok Ah-chong		Repairing at daylight
Caribbrooke	Brit. str.	986	Dec. 19	Man Hing Chan		at daylight
Chetoo	Brit. str.	684	Jan. 11	Butterfield & Swire	Shanghai	To-day
China	Brit. str.	648	Jan. 11	Siemssen & Co.	Yokohama	19th, noon
City of Peking	Amer. str.	6079	Jan. 5	P. M. S. S. Co.		
Conquest	Brit. str.	317	Jan. 8	Kwong Lee Yuen		at daylight
Douglas	Brit. str.	864	Jan. 8	Douglas Laprak & Co.	Manila	To-day
Emmy	Span. str.	202	Jan. 10	Remedios & Co.		Tug Plying
Fame	Brit. str.	117	Dec. 23	H. K. & W. P. Dock Co.		K'loon Dock
Flintshire	Brit. str.	1243	Dec. 23	H. K. & W. P. Dock Co.		To-morrow
Frederick	Brit. str.	920	Jan. 10	Wm. Pustan & Co.		To-day
Galatia	Brit. str.	1287	Jan. 10	Douglas Laprak & Co.		
Halong	Brit. str.	277	Jan. 3	David Sassoon, Sons & Co.	S'pore, Calcutta, &c.	15th, 3 p.m.
Hiladon	Brit. str.	991	Jan. 3	Kwok Ah-chong		
Kelchow	Brit. str.	371	Jan. 1	J. Y. V. Shaw		To-day
Mactan	Brit. str.	1060	Jan. 12	Siemssen & Co.		K'loon Dock
Marina	Brit. str.	359	Oct. 18	Remedios & Co.		To-day
Marine	Brit. str.	894	Dec. 24	Jardine, Matheson & Co.	S'pore and Penang	Sande's Slip
Nelson	Brit. str.	500	Oct. 30	Remedios & Co.	Honolulu & Callao	To-morrow
Perusia	Span. str.	2000	Nov. 24	Olyphant & Co.		
Radenhorst	Brit. str.	1201	Jan. 6	H. Kier & Co.		
Sea Gull	Brit. str.	48	Sept. 19	Insurance Company		
Sea Nanning	Brit. str.	714	Dec. 21	Jardine, Matheson & Co.		
Stentor	Brit. str.	1304	Jan. 11	Butterfield & Swire		
Taiwan	Brit. str.	408	Jan. 12	Douglas Laprak & Co.		
Tianora Abbey	Brit. str.	786	Dec. 27	Jardine, Matheson & Co.		
Venice	Brit. str.	1271	Jan. 3	Douglas Laprak & Co.		
Yesso	Brit. str.	559	Nov. 22	Douglas Laprak & Co.		
Sailing Vessels						
Ada Waiwai	Am. Sm. str.	558	Nov. 28	Captain Wm. Pustan & Co.		Cor'tan Dock
Adelphi & Marianne	Ger. bge.	300	Jan. 7	Wm. Pustan & Co.		
Alden Bease	Amer. bge.	842	Dec. 27	Rozario & Co.		
Alexandra	Brit. bge.	407	Nov. 28	Douglas Laprak & Co.		
Alphington	Brit. bge.	828	Sept. 6	Wielor & Co.		
Amie Florence	Brit. bge.	657	Dec. 8	Borneo Co., Limited		
Angeles	Brit. bge.	691	Nov. 14	Carlowitz & Co.		
Anna	Brit. bge.	447	Jan. 7	Edvard Schellhaus & Co.		
Annie	Brit. bge.	752	Jan. 8	Russell & Co.		
Annie M. Small	Amer. sh.	1083	Dec. 4	Russell & Co.		
Annie S. Hall	Amer. sh.	485	Dec. 10	Vogel, Hagedorn & Co.		
Assens	Amer. bge.	265	Dec. 4	Edvard Schellhaus & Co.		
B. F. Watson	Amer. bge.	893	Nov. 26	Vogel, Hagedorn & Co.		
Beethoven	Brit. sh.	840	Nov. 28	Melchers & Co.		
Birkbeck	Brit. sh.	1008	Dec. 11	Order		
Bismarck	Brit. sh.	894	Dec. 17	Russell & Co.		
Bromhall	Brit. sh.	1379	Oct. 28	Siemssen & Co.		
Carl Ritter	Ger. bge.	588	Jan. 5	Wm. Pustan & Co.		
Ceres	Ger. bge.	420	Jan. 14	Landstein & Co.		
Charles Moutart	Brit. bge.	852	Nov. 30	Rozario & Co.		
Charlotte Andrews	Brit. bge.	953	Oct. 24	Vogel, Hagedorn & Co.		
Charter Oak	Amer. sh.	1824	Sept. 25	Vogel, Hagedorn & Co.		
Clunium	Brit. sh.	880	Dec. 24	Mayer & Co.		
City of Halifax	Brit. sh.	938	Nov. 7	Arnold, Karberg & Co.		
Clara	Amer. sh.	150	Sept. 25	Insurance Co.		
Cora	Brit. bge.	464	Oct. 30	Wielor & Co.		
Cresswell	Brit. bge.	318	Jan. 7	Edvard Schellhaus & Co.		
Dauphin	Ger. bge.	338	Jan. 6	Edvard Schellhaus & Co.		
E. von Bequilleu	Brit. bge.	369	Dec. 3	Arnold, Karberg & Co.		
Echo	Ger. bge.	338	Jan. 6	Wm. Pustan & Co.		
Emma	Brit. bge.	798	Dec. 23	Arnold, Karberg & Co.		
Falcon	Brit. bge.	337	Nov. 19	Melchers & Co.		
Ferdinand	Ger. Sm. sh.	282	Nov. 19	Melchers & Co.		
Formosa	Brit. bge.	449	Dec. 23	Wm. Pustan & Co.		
Fortune	Brit. bge.	316	Jan. 8	Wm. Pustan & Co.		
Georgina	Brit. bge.	456	Dec. 22	H. Kier & Co.		
Glamorganshire	Brit. bge.	472	Nov. 14	Tak Mei		
Glenruth	Brit. bge.	555	Dec. 22	Meyer & Co.		
Glory	Brit. sh.	1676	Aug. 19	Russell & Co.		
Golden Spur	Amer. sh.	872	Dec. 17	Wielor & Co.		
Great Admiral	Ger. bge.	453	Dec. 6	Wm. Pustan & Co.		
Helene	Ger. bge.	330	Nov. 24	Edvard Schellhaus & Co.		
Hermann	Brit. bge.	373	Nov. 24	Chinsee		
Humboldt	Brit. bge.	1365	Dec. 20	Landstein & Co.		
Ionian	Russ. sh.	504	Dec. 31	Douglas Laprak & Co.		
Jalo	Brit. bge.	542	Dec. 18	Butterfield & Swire		
Jessie Jamieson	Am. Sm. sh.	268	Dec. 15	Siemssen & Co.		
Julia A. Brown	Ger. bge.	580	Dec. 15	Rozario & Co.		
Jurgen	Brit. bge.	380	Jan. 5	Carlowitz & Co.		
Kate Watson	Foh. bge.	425	Nov. 25	Carlowitz & Co.		
Marie Charlotte	Foh. bge.	266	Dec. 23	Vogel, Hagedorn & Co.		
Mattie Louise	Brit. bge.	472	Dec. 3	Arnold, Karberg & Co.		
Marion	Am. Sm. sh.	484	Dec. 5	Captain		
May Queen	Am. Sm. sh.	570	Jan. 5	Tak Mei		
Mignon	Brit. bge.	320	Dec. 29	Melchers & Co.		
Morning Star	Brit. bge.	711	Jan. 6	Chinsee		
Niagara	Brit. sh.	327	Jan. 6	Wielor & Co.		
Noroman	Brit. bge.	2394	Oct. 17	Vogel, Hagedorn & Co.		
Northern Star	Brit. sh.	276	Dec. 17	Edvard Schellhaus & Co.		
Onida	Ger. bge.	311	Dec. 23	Edvard Schellhaus & Co.		
Peter	Brit. bge.	878	Jan. 5	Wielor & Co.		
Pheton	Amer. bge.	826	Jan. 4	Captain		
Quickstep	Ger. sh.	1157	Dec. 28	Wm. Pustan & Co.		
R. O. Rickmers	Brit. bge.	489	Jan. 5	Tak Mei Hop-tee		
Rapid	Brit. bge.	388	Jan. 27	Wm. Pustan & Co.		
Rosa Boettcher	Brit. sh.	1075	Dec. 23	Adamson, Bell & Co.		
Salisbury	Amer. sh.	395	Nov. 8	Russell & Co.		
Samoa	Foh. bge.	748	Dec. 22	Landstein & Co.		
Sophia D.	Foh. bge.	622	Nov. 22	Carlowitz & Co.		
St. Adresse	Foh. bge.	286	Nov. 26	Carlowitz & Co.		
St. Anne	Foh. bge.	358	Jan. 4	Carlowitz & Co.		
St. Ides	Foh. bge.	387	Jan. 5	Russell & Co.		
Sully	Amer. sh.	1090	Sept. 11	Melchers & Co.		
Sumatra	Brit. bge.	256	Jan. 27	Chinsee		
Tartar	Brit. bge.	654	Jan. 27	Siemssen & Co.		
Wat Wai	Brit. bge.	474	Dec. 6	Captain		
Thoon Kramom	Brit. bge.	60	Dec. 8	Wm. Pustan & Co.		
Tutulla	Brit. bge.	802	Dec. 22	Melchers & Co.		
Vega	Brit. bge.	289	Nov. 11	Borneo Co., Limited		
Vesta	Brit. bge.	534	Dec. 20	Wm. Pustan & Co.		
Viscount McDuff	Brit. bge.	919	Jan. 8	Wielor & Co.		
W. E. Gladstone	Brit. bge.					
Warrior	Brit. bge.					
WHARFHOA						
Aspidochelone	Brit. bge.	582	Dec. 28	Arnold, Karberg & Co.		
G. H. Wuppuna	Ger. sh.	538	Dec. 27	Carlowitz & Co.		
Kronprinzessen	Dan. bge.	843	Dec. 24	Edvard Schellhaus & Co.		
Nimrod	Brit. bge.	698	Jan. 4	Order		

Men-of-war in Hongkong Harbour.

Vessel's Name.	Anchor.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Andante	8	French	Iron-clad	3369	12	450	Jan. 8	Collet
Atsuta	6	British	Iron-clad (flag-ship)	6034	14	600	Dec. 10	F. Durrant
Chop-ching	6	Chinese	gunboat	300			Jan. 10	Lee Tack Ming
Comma	7	French	man-of-war	774	3	160	Dec. 17	Dumas-Vende
Cutler	6	British	gun vessel	464	4	130	Dec. 11	E. J. Church
Dry	6	British	gun vessel	464	4	130	Dec. 18	M. M. de la
Growler	6	British	gun vessel	774	3	160	Dec. 18	C. B. D. Wilcox
Lapwing	6	British	gun vessel	1248			Jan. 5	W. G. Scott
La Hogue	6	French	man-of-war	2591			Jan. 5	M. Galahus
Leven	6	British	military hospital	877	4	150	Dec. 8	R. H. Taylor
Leven	6	British	surveying vessel	408	2	60	Nov. 30	O. P. Taylor
Leven	6	British	Commander's flag-ship	3087	14	1111	Nov. 30	Commander Waters

HONGKONG MARKET PRICES.

Corrected to Saturday, January 12, 1878.

At 1070 Cash per Dollar Mexican.

Highest, Lowest, Cash, Cash.

Butcher Meat.

Bacon, English, . . . lb.	500	—	來路烟猪肉
" Ame. Sugar cured, . . .	300	250	花旗烟猪肉
" Foochow, new, . . .	200	180	福州烟猪肉
Beef, sirloin and prime cut, cy.	150	140	尾龍扒
Beef Corned, . . . catty	130	120	鹹牛肉
" Roast, . . .	140	130	燒牛肉
" Soup, . . .	90	80	湯肉
" Steak, . . .	140	130	牛肉
Bullocks' Brains, . . . per set	60	50	牛腦
" Tongue, fresh, each	275	250	牛脚
" " corned, . . .	320	300	鹹牛脚
" Head, . . .	500	400	牛頭
" Heart, . . .	140	120	牛心
" Hump, Salt, . . . catty	130	120	牛肩
" Feet, . . . each	40	30	牛腰
" Kidneys, . . .	60	50	牛尾
" Tail, . . .	100	90	牛肝
" Liver, . . . catty	80	60	牛肚
" Tripe (undressed), catty	50	40	牛仔頭
Calves' Head and Feet, set	600	400	牛頭火腿
Lams, American, . . . lb.	300	280	金華火腿
" Chinese, . . .	180	160	來路火腿
" English, . . .	350	320	羊牌骨
Mutton Chop, . . .	180	160	羊腩
" Leg, . . .	180	160	羊手
" Shoulder, . . .	140	130	羊肝
" Liver, . . .	130	120	豬臟
Pigs' Chittlings, . . . catty	60	50	豬脚
" Feet, . . .	100	90	豬雜
" Fry, . . .	110	100	豬頭
" Head, . . .	80	70	豬頭
" Heart, . . . each	50	40	豬心
" Kidneys, . . .	70	60	豬腰
" Liver, . . . lb.	110	100	豬肝
Pork, Chop, . . . catty	140	130	豬牌骨
" Corned, . . .	140	130	鹹猪肉
" Leg, . . .	140	130	豬腿
" Fat or Lard, . . .	120	110	豬油
Sheeps' Head and Feet, set	350	320	羊頭
" Heart, . . . each	60	40	羊心
" Kidneys, . . .	60	50	羊腰
Sucking Pigs, . . .	1500	1000	豬仔
Sweet Bread, . . . catty	180	120	牛仔肉
Veal, . . . catty	140	130	

Poultry.

Capons, . . . catty	180	160	雞
Ducks, . . . catty	110	100	鴨
Eggs, Hen, . . . dor.	100	—	雞蛋
Fowls, . . . catty	160	150	雞
Geese, . . .	120	110	鴨
Partridges, . . . each	300	250	鴨
Phasants, Canton, live pair	\$1.50	1.25	省城山雞
Pigeons, . . . each	150	140	白鴿
Quail, . . .	80	80	鴿
Rabbits, live, Canton, . . .	600	500	家兔
Sulphur, . . . each	120	110	沙道
Teal, . . .	170	160	水鴨
Turkeys, Cook, catty	400	350	火鴨
" Hen, . . .	320	300	火鴨

Fish.

Bombay Ducks, new per hundred	400	300	肚魚乾
Bream, . . . catty	90	80	鯽魚
Catfish, . . . " "	100	90	鯰魚
Codfish, Salt, . . . " "	200	180	鹹魚
Crabs, . . . " "	200	100	蟹
Cuttle Fish, . . . " "	100	90	墨魚
Dace, . . . " "	90	80	土鯪
Dog Fish, . . . " "	60	50	沙鯪
Dory, . . . " "	120	110	芒魚
Eels, Congor . . . " "	60	50	海鰻
" White, . . . " "	150	—	白鰻
" Yellow . . . " "	200	180	黃鰻
" Silver . . . " "	150	—	牙帶魚
File Fish, . . . " "	90	80	斜皮洋魚
Fresh Fish, Large . . . " "	150	130	大鮮魚
" Small . . . " "	80	70	小鮮魚
Frogs, . . . " "	200	—	田雞
Garoupa, . . . " "	120	120	石斑魚
Gudgeon, . . . " "	80	70	紅魚
Gurnard, . . . " "	110	100	白魚
Haddock, . . . " "	100	90	黃魚
Herrings, fresh . . . " "	50	40	煙燻
" smoked . . . box	\$1.00	—	煙燻
King Crab, . . . catty	800	250	蟹
Ldvs Fish, . . . " "	180	120	生魚
Lobsters, . . . " "	90	80	龍蝦
Mackerel, . . . " "	60	70	鯧魚
Mullet, . . . " "	70	60	鱖魚
Oysters, . . . " "	110	100	生蠔
Parrot Fish, . . . " "	130	120	鸚鵡魚
Perch, . . . " "	70	60	頭鰱
Pike, . . . " "	120	100	鱖魚
Plaice, . . . " "	110	90	花斑
Pomfret, White . . . " "	100	90	白鰻
Pomfret, Black . . . " "	100	90	黑鰻
Prawns, . . . " "	180	130	明蝦
Ray, . . . " "	80	70	琵琶

Mr Russell asked Sergt. Bremner if he had any further evidence to produce, and the Sergeant replied in the negative. Mr Russell said that, after what the Judge had said in a recent case, he should have thought the Police ought to have made some arrangements to get reliable evidence to determine the value of coins said to be base.

Defendant said:—On the 8th, 9th and 10th I was not in Hongkong, and I arrived here yesterday afternoon by the S. S. *Kiwiking*. Before leaving Fatsan a relation of mine gave me 1 taol and 3 mace and the dollar marked D. I do not live at Hongkong and went to visit my aunt who lives behind the Tung Hing Theatre and my aunt had no rice, so I went to complainant's shop and asked for a dollar's worth of rice. He looked at the dollar and said it was copper. I said if it is copper return it to me. The complainant was very angry at the time, and I said I have got 10 cents and some broken silver. I was never in Hongkong before. I know nothing of the \$3 marked A. B. and C. A carpenter on board the S. S. *Kiwiking* could certify that I came down yesterday.

Mr Russell committed him for trial and directed the police to get a warrant and search the Aunt's house.

SUPREME COURT.

IN CRIMINAL SESSIONS.
(Before His Honor Mr Justice SNOWDEN,
with a Special Jury.)
Jan. 12, 1878.

A SPECIAL SESSIONS.

THE "YESSO" EXPLOSION CASE.
Theodore Bernard, Chief Engineer, and Wm. H. King, the 3rd Engineer, of the British steamer *Yesso*, were arraigned on two counts of manslaughter in causing the death of one Tsang Asan and one Mahomed Etop, on the 22nd November last by the explosion of the starboard boiler of the steamer.

The Attorney General, the Hon. G. Phillippo, instructed by the Crown Solicitor, Mr Sharp, appeared for the prosecution.

Mr Hayllar, Q. C., instructed by Mr Bretton, appeared for the first prisoner, and

Mr Francis, instructed by Mr Denny, appeared for the second prisoner.

The following special Jury was empanelled: Messrs H. B. Gibb, Rhos. Fm. W. Wilson, A. G. McG. Heaton, F. H. Kennedy, W. R. Landstein, and D. Kuttunjee.

This case was resumed on Tuesday.

The Attorney General proposed to put in the statements the prisoners made at the Court's request. This was done, the statements of one prisoner against the other being struck out.

Mr Hayllar: Before laying the case before the Jury I wish to ask for some points to be reserved. I think this is a proper time to do it. Under the 8th section of 2 of 1869 your Lordship has power to reserve points, and I think it will be a convenient time now to mention them. The first point is with reference to the duty of the Chief Engineer.

—I have nothing to do with the Second Engineer, who is defended by my learned friend, Mr Francis—that the only duty really thrown upon my client is that cast upon him by the owners. That duty was to exercise a general supervision over the engines and boilers and to use his own discretion in doing so. Then this is the point—that he did exercise his own discretion in making certain examinations and in appointing certain duties to his subordinates, which he had power to do, and there is no evidence of any neglect in selecting those subordinates or in appointing the duties to them. Then the second point is that there is no evidence that he knew at any time, or had brought to his knowledge at any time or in any way, that the boilers were in a dangerous state, or that either of them was so; and that, so far as he was concerned, this was a mere matter of scientific inference; that in failing to draw such inference he only committed an error of judgment; that he only charged with the omission of any one specific act—he omitted to perform the whole of his duty, and that is insufficient; and that the proximate cause of the accident was the faulty construction of the boilers. There is a great body of law on the subject, but I do not propose going into it now.

His Lordship: My proposition to the Jury would be that, in the absence of any rules which interfere with it, the duty imposed on a person who has care of machinery of this kind, is to use reasonable skill and caution, and, if he omits that and death ensues, he is guilty of culpable negligence, amounting to manslaughter. There was one other duty imposed upon the Chief Engineer, and that was to superintend, whatever that may mean.

The Attorney General: There is only one remark that I would make, in consequence of what fell from my learned friend in regard to the neglect of duty. He said there was no case in the books in regard to general negligence, but merely in regard to specific acts of negligence. That is not so. There are cases reported where death has been caused by negligence on the part of persons who omitted to supply necessities and so forth, and Lord Campbell himself, I think, referred to a case of neglect of duty very nearly resembling the present one. The most recent case of that description was the *Pengo* murder case.

Mr Francis: On behalf of the second prisoner I venture to submit to your Lordship there is, in point of law, no case that ought to be submitted to the Jury.

His Lordship: Do you call witnesses?

Mr Francis: Yes, my Lord. In the first place, I submit, there was no legal duty whatever—moral duty there may have been—independent on the second prisoner with reference to the deceased, and that, unless there was a legal duty towards the deceased, my client cannot, in point of law, be made liable for any negligence whatever.

His Lordship: The deceased are a passenger and one of the crew.

Mr Francis: The only duty incumbent on the second prisoner was the duty arising out of the contract with his employers. In the case of the *Queen* versus Thomas Smith, reported on page 886 of the last edition of Russell's case, a watchman at a spot where a tramway and an ordinary highway crossed each other. The prisoner was there for the purpose of warning people in case of danger. He absented himself from his post and neglected his duty. Somebody crossed over the junction and was killed by a passing wagon. It was held in that case that there was no duty towards the deceased, as one of the public, incumbent on the watchman—that the prisoner was merely a private servant, and that consequently his neglect did not constitute such a breach of duty as to make him guilty of manslaughter. In a foot-note to the case it was stated that to prove the prisoner guilty it must have

been shown that he neglected some duty towards the deceased as one of the public using the highway.

The Attorney General said it was a question whether the case was correctly reported.

Mr Francis said that hundreds of other cases showed it. Even in the case of the *Pengo*, murder it was part of the charge to the Jury at the trial that, unless there was a legal duty incumbent on the different parties to provide food, no neglect of which they might have been guilty of—neglect of a moral duty—would be sufficient for a conviction.

If he neglected to provide his own child or wife with food—in reference to them he would have a legal duty—and if they died through his neglect he was culpable, but if he allowed his greatest friend and benefactor to die in a room next to his own he would not be guilty of any crime in the eye of the law.

He said the only duty incumbent on the prisoner was the duty arising out of his contract—his duty to obey orders, and he had no duty whatever imposed upon him with reference to passengers or other members of the crew, and he could not be rendered liable in any action for damages. The only persons liable for any duty towards the passengers or public were the owners and Captain who undertook a certain duty towards them. He submitted also that there was no evidence of any duty incumbent upon the prisoner, legal or otherwise, but if His Lordship should be of opinion that there was some evidence of a duty put on his shoulders to report, which was the only negligence of duty alleged against him, then he submitted that that was altogether too remote from the explosion and death to render him criminally liable in any shape or form. It had been decided in numbers of cases that the death must be the direct and immediate consequence of the neglect of duty charged, and he submitted to His Lordship that in this case, if they were to trace the chain of cause and effect, there would be many intervening links between the neglect of duty by the second prisoner and the death of the deceased. Against the case of the *Queen* against Thomas Smith, which certain persons whose clearly legal duty it was to keep the road in repair neglected that duty, and a person driving along the road fell into a hole left there by the neglect of the persons whose duty it was to keep the road in repair. The persons were indicted for manslaughter and it was held.

His Lordship: Were they trustees?

Mr Francis: Yes, My Lord. It was their clear statutory duty to keep the road in repair. It was laid down there first, that the neglect of duty, must be immediately connected with the death and, secondly, that not only must the negligence to make a person guilty of it liable for felony be personal, but it must be the immediate result of that personal negligence. Now the duty incumbent upon the first engineer, if any, was to report to his owners and have the boiler repaired. In the case in which a boiler repaired. In the case in which a boiler repaired. In the case in which a boiler repaired.

By the Attorney General:—The duty of the second prisoner was to keep the boiler in repair. It was his duty to report to the first engineer, and I say that duty is altogether too remote from the death of the deceased to render the second prisoner in any way liable criminally for his conduct; and with reference to that same point I submit that we have had clearly in evidence that the immediate, proximate cause of death was the undue and unusual pressure of the steam in the boilers a few moments before the explosion, caused by a sudden increase of heat through drawing the fires, and that for the management of the engines, the regulation of the pressure, and the drawing of the orders, and the second engineer gave the orders, and he was actually in charge of the engine-room at the time. Then, there was what was mentioned by Mr Hayllar, the very strong motion of the boiler, which was a question for the Jury. Upon these points, that the prisoner had no legal duties towards the deceased, and that the negligence of his duty, whatever it was, was not the immediate and proximate cause of death, he submitted there was no case against his client to be left to the Jury.

His Lordship said he thought the Jury with regard to the second prisoner, would have to consider that acting in a subordinate capacity it was his duty to use reasonable skill and care in doing his duty, and that if he failed to do so, he would be guilty of culpable negligence. He would reserve the points raised before him for consideration.

Mr Hayllar then addressed the Court on behalf of the first prisoner. He contended that there were two grave defects in the construction of the boiler. The first was the construction of the stays, which should have been made to last as long as the shell itself. The second was that the plate was not made of Lowmoor iron at all, and if of Lowmoor iron, it must have been one of a very inferior quality. The law only required that a man should exercise ordinary care and skill, but the first prisoner was accustomed to boilers of a different build, and could not be expected to anticipate a defect in this particular boiler. The learned counsel then referred to the law of manslaughter by neglect of duty, and quoted the case of *Reg. v. Downer*, a case where the prisoner was indicted for neglecting to supply medical aid; contending that culpable negligence rendering the party liable to indictment, should be of a reckless character, and not of a kind of ordinary omissions. The chief engineer in the exercise of his discretion left a good deal of his duties to be performed by his subordinates, and, as to be found in the evidence, he left the special duties of looking after the engines to the 3rd engineer, and that of the boilers to the 2nd engineer, and whether the 3rd engineer did his duty properly or not, the learned counsel had nothing to do with it, as he had only to show that the duty of looking after the boilers was left to him by the engineer. From the evidence, it was clear that no report had ever been made to the chief engineer, and nine months before the accident, he made an inspection of the engines and boilers, and he said they were not in their present state; they were a little corroded, but there was nothing to be alarmed about. The scientific evidence was very important on certain points, such as the present state of the boiler, but it must be taken with great caution when it gives an estimate of the probable time at which the boiler must have been in a dangerous state and could have been detected as a matter of fact iron corroded much faster than the surface was eaten away. And there was another point which must be borne in mind. The Chief Engineer not being accustomed to this kind of gusset stays could not be expected to conclude that the gusset stays had been so dangerously eaten away, especially when their ostensible appearance was so deceiving. The peculiar construction of these gusset stays required extraordinary knowledge, so that the want of a knowledge of them would not be a want of ordinary skill imposed on a ship's engineer by law. The learned counsel then quoted from the evidence to show that the first prisoner had made examinations, thus proving that he had not been guilty of such want of common prudence and care in the performance of his duties that should render him criminally liable. He then referred to the existence of a system of Government inspection of boilers &c. in England, and this precaution tended to show that the testing of boilers did not come within the range of an engineer of ordinary skill.

The Court was then adjourned.

When the Court resumed, Mr John Inglis was called for the first prisoner:—I am a mechanical engineer. I came out in 1864 as Engineer for the Mint; I am carrying on business here under the style of Victoria Foundry. I know the old boilers of the *Yesso*; they had longitudinal stays. The boiler lasted about nine years. They were tested to see if they were to be repaired, and the Chief Engineer pointed out what was required to be done. The condition of the boiler then, showed that the engineers had been very particular with them. The parts which required repairs done to them were the superheater and the bottom part of the boiler. I have seen the present boilers. The fracture in the starboard boiler was caused by the chemical and mechanical action combined. Boilers with gusset stays of that kind are generally land boilers, of small diameter. Fresh water is generally used in them. When the surface of iron is corroded, corrosion progresses more rapidly at the latter stages. When iron is subjected to straining and vibration, it is liable to crystallization, which destroys the fibres. The gusset stays did not appear to me to be of sufficient thickness; I should as a matter of practice have used $\frac{3}{4}$ of an inch. The back plate was laminated and of poor iron; laminated iron is weak in strength. The samples shown me (taken from the broken plate) seem to be made of poor iron; it should not flange like that. I do not think it is Lowmoor iron. The other piece (3rd sample) is of Lowmoor iron; Lowmoor iron is the best iron and is more expensive. I should not have expected the plate to have worn off so much after only three years' use. Going inside the boiler, the backs of the stays would be visible; the lower part was completely gone, but the upper part was of the ordinary thickness. From what I saw of Mr Bernard, and from the condition of the old boilers, I consider him a very careful engineer. I have personal experience of the bursting of boilers. As a practical ship's engineer, I should think that a person not accustomed to these stays might not have expected them to be worn so far in this manner; he might have easily overlooked them.

By the Attorney General:—The stays did not appear to corrode to that extent all at once; it must have been going on gradually for several months. I can scarcely give an opinion as to how long the corrosion has been going on; appearance of decided corrosion might have been visible nine months ago, but it is difficult to say, as one iron plate deteriorates faster than another. I cannot say even six months. If another engineer finds signs of corrosion, he would examine the boiler once every six months. I did not see any sign of lamination in the portion remaining of the burst plate. Second class iron would flange too. A class of Yorkshire would bend too, and I think that plate was made of Yorkshire iron. It would deteriorate faster. The plate was corroded more at the part of the angled iron, but it would require drilling to ascertain the extent of the corrosion. If one's attention was called to the gusset stays he could find out their state without much difficulty. If periodical examinations were made every six months, a careful engineer would have found out their condition.

By Mr Francis for the first prisoner:—The serious deterioration of the back plate lay at the lower part of the plate, and with the angled irons there, nothing short of drilling could have discovered the deterioration. Drilling was only used when there was strong suspicion of the plate giving way. From experience, I have seen plates of six years' use very little worn, so that mere length of use would not have been a reason for drilling a plate. Tapping could not have discovered the weakness in this particular plate. Even if I saw the gusset stays in a bad state, I should not have suspected the plate to be weak, assuming the plate to be of the proper thickness. The bulk-head outside prevented the plate being examined from outside. I have seen perhaps 8 or 9 explosions, and among these instances I have never one in which the iron exploded very deep in appearance before the explosion. This was the bottom of a boiler, which exploded from over-pressure. The iron appeared to be only a little thinner. Assuming the plate not to have been stayed, the bursting pressure of a good Lowmoor plate of that size and proper thickness would be about 50 lbs., it could safely carry 20 to 25 lbs.

Re-examined by Mr Hayllar:—Estimate of the length of time at which deterioration had become dangerous was only a matter of speculation. There was no data to go upon. I should think all these stays were made of the same quality of iron. These were not the kinds of stays to be found in American engines.

By the A. G. through the Court:—The working pressure of a plate of proper thickness without stays would be about 20 lbs., at the outside. The plate as it was would not, I should say, safely carry more than 18 or 14 lbs., and the bursting pressure would be a little more than double that quantity.

Mr Wm. Dunphy was called:—I had been manager of the Novelty Iron Works for about nine years, and am a boiler-maker. I have made hundreds of boilers of American models. I made the *White Cloud's* boilers. I always made the stays round. I have seen the stays of the *Yesso's* boilers; they were not properly made according to my views. Some boilers would destroy stays quicker than other parts of the boiler. The *White Cloud's* stays were made of a state they are now. I hear they are very good. The part of the boiler at the angled irons corroded faster on account of the greater heat at that part. I cannot say whether the exploded plate of the *Yesso* was made of Lowmoor iron or not; the iron was shelly or loose. The iron shown me was not good iron; I should not have used it for that purpose. I have never seen

gusset stays in American boilers, and I only saw gusset stays once in English-made boilers, that was in the *Luzon*. They were all eaten away at the water level. An ordinary engineer, who is not a boiler-maker, would certainly be deceived by such stays, as those in the *Yesso*. I know Mr Bernard personally; he is a first-rate engineer. I have never heard that he was not a good and economical engineer in running a ship.

By the Court:—An extremely careful survey of the boiler would have discovered the corrosion in the stays. Engineers as a rule, when they go into a boiler, examine all parts of the boiler.

Mr W. H. Forbes was called:—I am the head partner of Messrs Russell & Co. here. The 1st prisoner was in the employ of the company as 2nd engineer; he was in our service for 5 or 6 years. He was 2nd engineer of the steamer *White Cloud*. He bore the very best character.

Mr Hayllar then summed up his case. From the evidence of Mr Dunphy, it was clear that the stays were of faulty construction, and an ordinary careful engineer had a right to assume that the work was properly done. As to the weighting of the safety valve at 30 lbs., it was proved that the vessel was never worked up to that pressure, so that it was immaterial at what rate it was weighted so far as what had happened to the boiler was concerned; it was outside the question at issue. Mr Hayllar then commented on the absence of any report as to the state of the gusset stays from the 2nd and 3rd engineers to the Chief Engineer. It was curious there was no case where a person was convicted for bursting of boilers; person was convicted for bursting of boilers; person was convicted for bursting of boilers.

There was one person presented, but not convicted. As to error of judgment, the learned counsel cited the case of the *Mistake*; it was held there that a man could not be convicted of manslaughter caused by error of judgment, unless it was a culpable error of judgment.

Capt. Ashton was called by Mr Francis for the 2nd prisoner. He was called to prove the positions of the engines and the boilers, &c. The prisoner usually choked the wheel when the steamer arrived, and to do this he had to go upon the hurricane deck.

Mr Alfred Hadley was called:—I am Foreman boiler-maker in the Naval Yard, have been in the Naval Service for 15 years, and 10 years foreman boiler-maker. I have made many boilers have passed through my hands. I am thoroughly acquainted with the quality of iron plates, and the pieces of the broken plate shown below, and the pieces in Court. The iron was of a remarkably common quality. The fractured part is highly crystallized and fibrous. I took two pieces off to test them at the Naval Yard. From the results of the test I am of opinion that it was not Lowmoor iron, a very common iron indeed. I have a piece of Lowmoor iron in my hand, it bends without shewing any sign of lamination. Every Lowmoor plate was stamped; the stamp was generally put outside in the making of boilers. I have looked for a stamp in the broken plate, but could not find one. The greatest corrosion in the plate down below was at the lapping. I think it gave way there first; for a good Lowmoor plate would not have torn off in that manner. On which were stays in them selves, therefore it should not have been there. When the plate was in its place in the boiler, the extent of the corrosion would not be visible to the eye if you only made an examination with a lamp. Tapping would not reveal the defect; it required a good hard thump, but it was in such a position that it could not be thumped.

Cross-examined:—Lowmoor iron varies in quality. I have found Lowmoor plate issued by the navy defective. We have to test it. It is possible for the broken plate to be Lowmoor, but not probable. It could flange a common iron plate of iron like that; any skillful man could do it. The Lowmoor plate may have been put on the inner side, but hardly probable. It was a very thin plate for its size; I should have used $\frac{5}{8}$ th plates. Lamination cannot be detected without heating the plate. The explosion would not cause it to laminate. Boilers should be tested by hydraulic pressure once every six months; this is done in the Navy. I tested two boilers yesterday while they were standing in the ship.

Re-examined:—Whether that plate be Lowmoor iron or not, it was a very common one indeed, and I should not use it for that purpose. It was bad in quality and thin in proportion to its size.

Mr Francis then addressed the Court on behalf of the 2nd prisoner. He said the case was divided into two parts, one part of the defence would hold good with reference to both prisoners, and the second part with reference to the 2nd prisoner alone. But the main question was whether the prisoners were guilty of culpable negligence or mere error of judgment. On this point the defence would hold good for both. As to the 2nd prisoner alone, the first question was, taking all the facts of the case together, whether there was any responsibility attached to him, and had he charge of the boilers. The second question was to what extent was duty imposed on him. Now the 2nd engineer was the person in charge of the engines at the time of the explosion, and he superintended the drawing of the fires. The plate was faulty in its construction, but it was not at a place where one expected to find a weak point, and it was so placed that it was impossible to see the defect, the space between not being sufficient to admit of a hammer being used.

The immediate and proximate cause of the accident was the result of an error of judgment on the part of the 2nd engineer, who allowed the steam to run up to the pressure at which the explosion took place. The next proximate cause of the accident was the inherent defect of the plate, and this deterioration which could not have been detected at that place. If these were the causes of the culpable negligence. As to the second question, whether the plate was made of the proper material and proper thickness, and whether it was properly stayed, that was not so; and he did not expect that the plate would be weak at this point. That being so he could not have been guilty of neglect of duty. The only misconception of his duty was that he did not report to the chief engineer the state of the gusset stays when he found them corroded; but it was in evidence that on board American steamers, any report was to be made through the first assistant, so that if the 3rd prisoner made the report to the chief engineer, his duty was that he did not report to the chief engineer the state of the gusset stays when he found them corroded; but it was in evidence that on board American steamers, any report was to be made through the first assistant, so that if the 3rd prisoner made the report to the chief engineer, his duty was that he did not report to the chief engineer the state of the gusset stays when he found them corroded; but it was in evidence that on board American steamers, any report was to be made through the first assistant, so that if the 3rd prisoner made the report to the chief engineer, his duty was that he did not report to the chief engineer the state of the gusset stays when he found them corroded; 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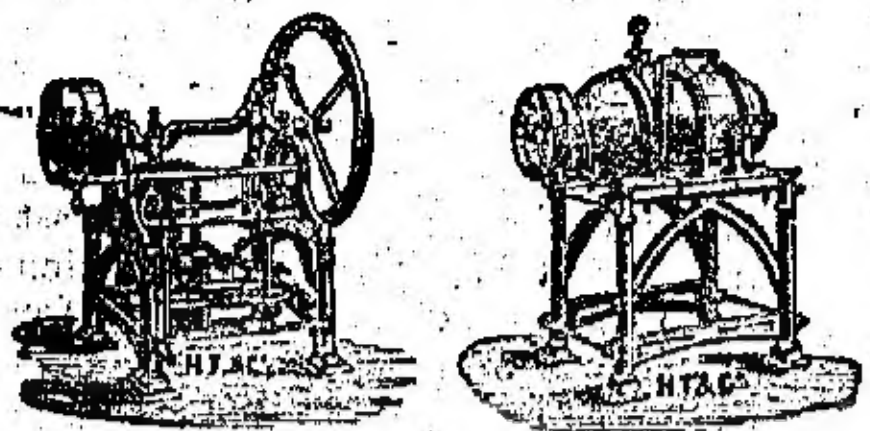
Intimations.

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For their Pamphlets on the Manufacture of

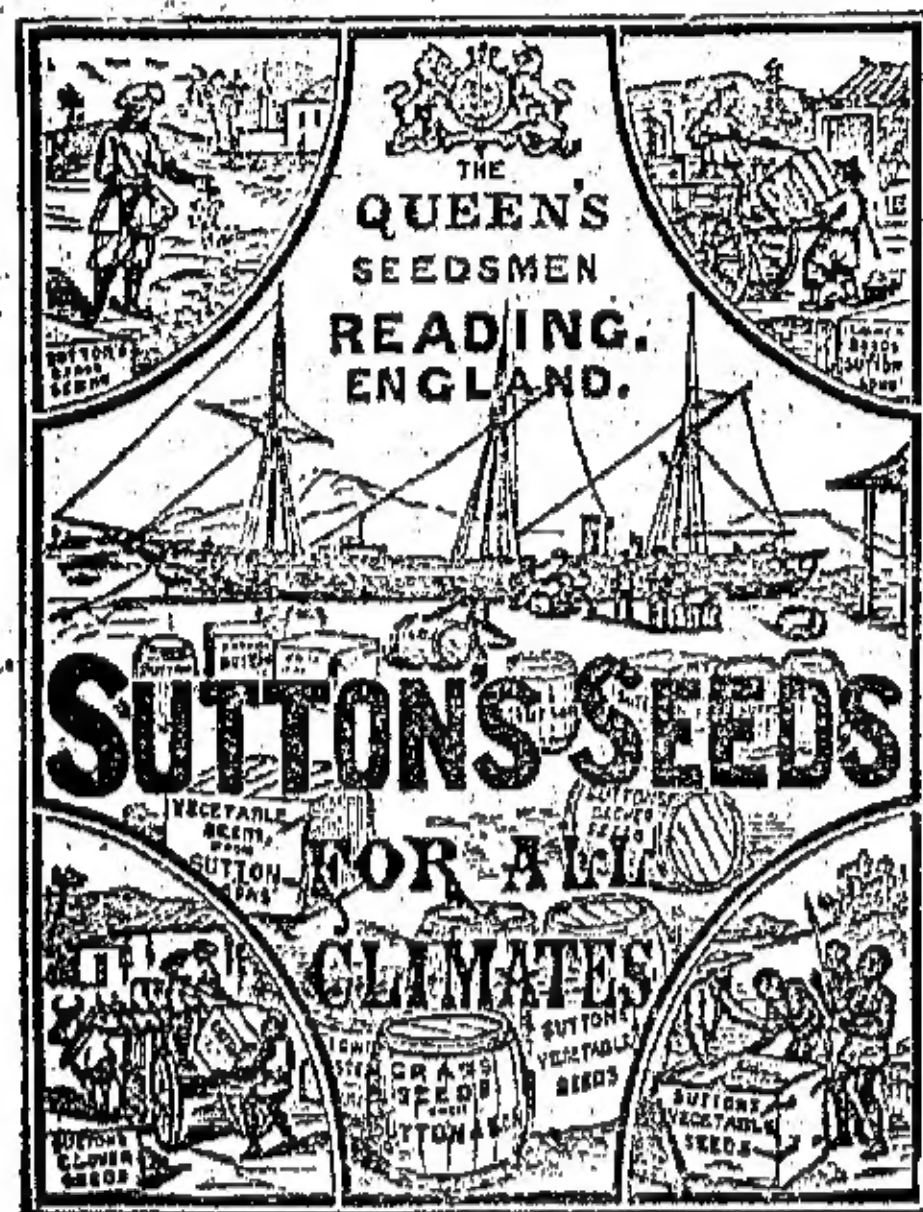
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IS THE ORIGINAL AND ONLY GENUINE.

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This invaluable remedy produces quick, refreshing sleep, relieves pain, calms the system, restores the deranged functions, and stimulates healthy action of the secretions of the body, without creating any of those unpleasant results attending the use of opium. Old and young may take it all hours and times when requisite. Thousands of persons testify to its marvellous good effects and wonderful cures, while medical men extol its virtues most extensively, using it in great quantities in the following diseases:—

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THOMAS BEAR, Proprietor.



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Constitutions, LADIES, CHILDREN

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REWARD.—Whereas I am informed fraud-

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Neither the Captain, the Agents, nor Owners will be Responsible for any Debts contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

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 ANNIE S. HALL, American barque, Capt. Chas. H. Nelson.—Captain.
 BIKER, British ship, Captain W. Reynolds.—Order.
 GLENFORTH, British barque, Capt. Lang.—Chinese.
 VESTA, German barque, Capt. R. Dirks.—Melchers & Co.
 R. C. RICKMERS, German ship, Captain R. O. Stolt.—Wm. Pustau & Co.
 PHAETON, British barque, Captain H. D. W. Schul.—Wieler & Co.
 EMMA, German barque, Captain H. J. Gram.—Wm. Pustau & Co.
 ADELINA & MARIANNE, German barque, Captain O. N. Dahl.—Wm. Pustau & Co.
 WARRIOR, British barque, Capt. William Baumann.—Wieler & Co.
 QUICKSTEP, American barque, Captain Barnaby.—Captain.
 TARTAN, German brig, Captain Kaemena.—Melchers & Co.
 MADRA, British steamer, Capt. J. H. Broker.—Stemmen & Co.
 VELOCITY, British barque, Captain R. Martin.—Wm. Pustau & Co.

SHIPPING.

ARRIVALS.

Jan. 12, Taitan, British steamer, 403, M. Young, Foochow Jan. 8, Amoy 10, and Swatow 11, General.—DOUGLAS LAFFRAN & Co.
 Jan. 12, Fuyuen, Chinese steamer, from Canton.
 Jan. 12, Maria, British steamer, 1090, J. H. Broker, Saigon and Montong Jan. 9, General.—Stemmen & Co.
 Jan. 12, 8.30 p.m., Leesun, Chinese steamer, 734, R. Gibbon, Shanghai Jan. 9, 3.45 a.m. General.—O. M. S. N. Co.
 Jan. 12, Kalya, Russian barque, 690, J. Ross, Bangkok Nov. 10, General.—Order.
 Jan. 12, Fanny, French barque, 813, Degomen, Newcastle (N.S.W.) Nov. 22, Coal.—Oxley & Co.
 Jan. 12, Pearl, British steamer, 704, H. Munk, Singapore Dec. 30, via Saigon, General.—Max Hing Chan.
 Jan. 12, Velocity, British barque, 600, Martin, Hago Dec. 31, Risco.—Wm. Pustau & Co.

DEPARTURES.

Jan. 12, Maria, for Port Chalmers.
 12, Fungshun, for Shanghai.
 12, Tienchi, for Shanghai.
 12, Sindh, for Shanghai.
 12, China, for Shanghai.
 12, Charles Mowat, for Whampoa.
 12, Nelson, for Singapore.
 12, Macdon, for Manila.

CLEARED.

Galatia, for Shanghai.
 Pearl, for Swatow.
 Thoon Kramom, for Bangkok.
 Douglas, for Coast Ports.
 Hailong, for Tamsui, &c.
 Stenor, for Shanghai.
 Chefoo, for Shanghai.
 Tintem Abbey, for Saigon.
 Conquest, for Hoihow.
 Cresswell, for Bangkok.
 Salisbury, for Manila.
 Emma, for Amoy.
 Formosa, for Whampoa.
 Fuyuen, for Shanghai.
 Emma, for Amoy.
 Peter, for Tainan.

PASSENGERS.

ARRIVED.
 Per Taitan, from Coast Ports, Captain Lang, and 24 Chinese deck.
 Per Leesun, from Shanghai, Dr. MacCarthy, Mr. G. Rome, and 63 Chinese.
 Per Maria, from Saigon, 60 Chinese.
 Per Pearl, from Singapore, 101 Chinese, and 18 for Hongkong.

DEPARTED.

Per Fungshun, for Shanghai, 40 Chinese.
 Per Emma, for Manila, 185 Chinese.

SHIPPING REPORTS.

The British steamer Maria reports: Strong winds from the Northward.
 The Chinese steamer Leesun reports: Cloudy with strong monsoon.
 The Russian barque Kalya reports: Light winds and calms throughout the passage.
 The British barque Velocity reports: First part light variable winds and thick hazy weather, middle and latter parts strong Northerly gales with thick weather, accompanied with rain and high sea.
 The British steamer Taitan reports: Left Foochow 9th inst. and had moderate and fresh monsoon to Amoy. Left Amoy 10th and had moderate monsoon to Swatow. Left Swatow 11th and had moderate and fresh N.W. winds and smooth sea to port. In Foochow—St. Elizabeth, in Amoy—H.M.S. Maggie, U.S. Flag-ship Tennessee, str. Gordon, Cassin and Nomos. In Swatow—H.M.S. Nautilus, and S. S. Nohia.

POST OFFICE NOTIFICATIONS.

MAILS will close:—

For HONOLULU & CALLAO.—Per *Peruvia*, at 9 a.m., on Sunday, the 15th inst., instead of as previously notified.

For SHANGHAI.—Per *Fuyuen*, at 9 a.m. To-morrow, the 13th inst.

POST OFFICE NOTIFICATIONS.

MAILS will close:—

For MANILA.—Per ship *Salisbury*, at 9 a.m., on Sunday, the 13th inst.

For BANGKOK.—Per barque *Cresswell*, at 9 a.m., on Sunday, the 13th inst.

Per barque *Thoon Kramom*, at 1 p.m., on Monday, the 14th inst.

For AMOY, TAMSUI & TAIWAN.—Per *Hailong*, at 11.30 a.m., on Monday, the 14th inst.

For STRAITS SETTLEMENTS AND CALOUTTA.—Per *Venice* and *Hindustan*, at 2.30 p.m., on Tuesday, the 15th inst.

MAILS BY THE ENGLISH PACKET.—

The English Contract Packet *GEELONG* will be despatched with the Mails for Europe, &c., on THURSDAY, the 17th inst.

The following will be the hours of closing the Mails, &c.:—
 Wednesday, 16th inst.—
 5 p.m., Money Order Office closes.
 6 p.m., Post Office closes except the Night Box, which remains open all night.

Thursday, 17th inst.—
 7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m., Post Office closes except for Late Letters. Registry of Letters ceases.

10.15 a.m., Letters may be posted with LATE FEE of 18 cents extra to Postage till

11 a.m., when the Post Office Closes entirely.

11.30 a.m., Letters (but Letters only) addressed to the United Kingdom via *Brindisi*, or to Singapore, may be posted on board the Packet with Late Fee of 48 cents extra postage, till

11.50 a.m., when the Mail is finally closed.

Hongkong, January 7, 1878. ja17

MAILS BY THE UNITED STATES PACKET.—

The United States Mail Packet City of Peking will be despatched on SATURDAY, the 19th inst., with Mails for Japan, San Francisco, and the United States, which will be closed as follows:—

11 a.m., Registry of Letters ceases.
 11.30 a.m., Post-Office closes, but Letters (except for Non-Union Countries) may be posted on board the Packet with Late Fee of 18 cents extra Postage until the time of departure.

Correspondence for Non-Union West Indies (except the Bahamas and Hayti), Costa Rica, Honduras, Monte Video, New Granada, Paraguay, and Uruguay can no longer be sent by this route.

Hongkong, January 12, 1878. ja19

MAILS BY THE FRENCH PACKET.—

The French Contract Packet *TIGRE* will be despatched from Hongkong on THURSDAY, the 24th inst., with Mails to and through the United Kingdom and Europe, via *Madagascar*, to Saigon, Singapore, Batavia, Galle, Australia, New Zealand, Tasmania, Fiji, Aden, Zanzibar, Reunion, Mauritius, Suez, and Alexandria. This is the best opportunity for forwarding Correspondence to E. Africa, the Cape, St. Helena, and Ascension.

Letters may also be forwarded to India by this Packet but can be paid only as far as Ceylon. The postage to Ceylon must be prepaid. Such letters should be marked *Paid to Galle only*; they will go on from Galle as unpaid.

The following will be the hours of closing the Mails, &c.:—
 Wednesday, 23rd inst.—
 5 p.m., Money Order Office closes. Post Office closes except the Night Box, which remains open all night.

Thursday, 24th inst.—
 7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m., Registry of Letters ceases.
 10.15 a.m., Post Office closes except for Late Letters.

11.10 a.m., Letters (but Letters only) except those to and through Australia, may be posted on payment of a Late Fee of 18 cents extra postage, until

11.30 a.m., when the Post Office Closes entirely.

Hongkong, January 10, 1878. ja24

MEMOS. FOR TO-MORROW.

RELIGIOUS SERVICES.—

St. John's Cathedral.—The Right Reverend Bishop Burdon. The Rev. E. Davis, Acting Colonial Chaplain. At 11 a.m., Morning Prayer, &c.

Military Service.—Rev. J. Henderson, acting Military Chaplain. At 8 a.m. Morning Prayer, &c.

UNION CHURCH.—Minister, Rev. James Lamont. Morning Service, at 11 a.m. Afternoon, 6 p.m.—Divine Service in Chinese, 2-3 p.m. every Sunday, with communion on first Sunday of every month.—Rev. Dr. Eitel.

St. Peter's German Church.—Rev. J. Henderson, Minister. At 8 a.m. every Sunday, All saints free, Morning Prayer and Communion on the First Sunday in each month at 11 a.m.

St. Stephen's Mission Church.—Rev. A. B. Hutchinson, and Rev. Lo Sam Yuen. (All Services in Chinese.) Morning Prayer.—Liturgy, Ante-Communion, and Sermon, at 11 a.m. Bible Class, at 3 p.m. Preaching, at 6.30 p.m. Holy Communion, 1st Sunday in Chinese month.

Berlin Foundling House.—Service in the German language, by Rev. W. Lewis, every Sunday, at half-past ten a.m., in the Chapel of the Berlin Foundling House, West Point.

Shipping.

Daylight.—Douglas leaves for Coast Ports. Noon.—*Peruvia* leaves for Honolulu, &c.

MEMOS. FOR MONDAY.

Shipping. Noon.—*Hailong* leaves for Formosa.

Meeting. 9 p.m.—Meeting of Zealand Lodge.

General Memoranda.

TUESDAY, January 15:—

3 p.m.—*Venice* and *Hindustan* leaves for Singapore, &c.
 Claims against the Estate of James Smith, formerly, deceased, must be proved on or before this date.

WEDNESDAY, January 16:—

Goods per *Sindh* undelivered after Noon, subject to rent and landing charges.

THURSDAY, January 17:—

Noon.—English Mail leaves for Ports of Call and Europe.
 Goods per *Galatia* undelivered after this date subject to rent.

SATURDAY, January 19:—

Noon.—American Mail leaves for Yokohama and San Francisco.

FRIDAY, January 25:—

3 p.m.—Meeting of Shareholders of the H. O. & M. Steamboat Co., Limited, at No. 50 A, Queen's Road.

4 p.m.—Meeting of Shareholders of the H. K. Hotel Co., Limited, at Hongkong Hotel.

FRIDAY, February 1:—

3 p.m.—Occidental & Oriental S. S. Co.'s Steamer leaves for Yokohama and San Francisco.

THE HONGKONG DISPENSARY.

Established A.D. 1841.

香港大藥房

A. S. WATSON & Co.

FAMILY & DISPENSING CHEMISTS,

WHOLESALE AND RETAIL DRUGGISTS,

IMPORTERS

OF

DRUGGISTS' SURPLUSES, NURSERY REQUISITES, TOILET REQUISITES, ENGLISH, AMERICAN, AND FRENCH PATENT MEDICINES.

MANUFACTURES

OF

Soda Water, Lemonade, Tonic Water, Gingerale, Potass Water, Sarsaparilla Water, and other Aerated Waters.

The Manufactory is under direct and continuous European Supervision.

Hongkong, June 1, 1876.

The publication of this issue commenced at 8.00 p.m.

THE CHINA MAIL.

HONGKONG, SATURDAY, JAN. 12, 1878.

To resume our remarks on the new scheme for promoting emigration from China to Peru; it may be granted that former abuses were twofold, viz., ill-treatment of the Chinese labourers on the Peruvian estates; and fraudulent, forced shipment at this end. That those abuses shall not be again permitted is clearly the interest and desire of the two Governments concerned, and of their agents; and it is to our mind merely a question of ways and means, whether this imperative condition be satisfactorily carried out. It must be admitted that, from the very beginning of the recent negotiations affecting this question, the necessity for the most straightforward and open action has been steadily kept in view: the taint of old abuses absolutely demanded such caution, apart from other motives.

H. B. M.'s Charge d'Affaires at Lima, who it may be presumed was fully cognizant of the horrors of bygone days, and has made himself fully acquainted with the new scheme, has expressed himself altogether in favour of the proposed undertaking; and as the English officials resident in Peru had much to do with the downfall of the old system, it may reasonably be supposed that their opinion will have some influence in the inauguration and success of the new enterprise. We have already quoted the views of the British Consul at Callao on the subject. As a result of the Chinese Commission to Peru, the real condition of the labourers on the estates there is now pretty well understood, and as, in accordance with the Convention, contracted coolies are gradually becoming free labourers, and those who desire to return to China are provided with free passages, the elements necessary for a revival of past abuses are gone, and the light of honesty and fair-dealing will now take the place of the dark deeds of duplicity and wrong which attended the trade of former days. There are now, we understand, about forty thousand Chinese labourers in Peru imported under the old system, many of whom have refused the free passage home now offered them and have quietly settled down as colonists, while large numbers have re-engaged themselves on the estates at good wages. As the development of the enormous resources of Peru depends entirely upon the Chinese labourer, and the planters engaged in the present undertaking are now fully alive to that fact, there is little likelihood that anything more will be heard of severe treatment by cruel overseers such as we have had so frequently to record in olden times. The lynx eyes of the English officials resident there, the cautious observation of the Chinese officials who are shortly to proceed thence, the benevolent labours of the anti-slavery associations in England, and the constant communication which will now be opened between Peru and China by the new line of steamers, will form a sort of Protektorat which it will be all but impossible to mislead or evade. As we understand, also, that Messrs. Olyphant & Co. undertake to maintain a special and minute supervision of the labourers presented, shipped and forwarded to Callao—the name, habits

place and occupation of every labourer being carefully recorded, for postal purposes or for the remittance of savings—every loop-hole appears to have been provided for in order to prevent the recurrence of any of the irregularities previously complained of. So much for the security promised at the port of destination.

How are the supporters of the new scheme to guard against the man-traps and crimps who have hovered round almost every form of emigration, forced or free, which has been attempted in any part of China? This can be best discovered by glancing at the mode of operation proposed by those concerned for obtaining emigrants. It is presumed that, under the new regime, thousands will be only too glad to leave the famine-stricken provinces of China to earn the ample wages of free labour in Peru; and the questionable aid of hired coolie-catchers is consequently dispensed with. As the emigrants going to Peru by the present line of steamers will in no instance be under any contract of service, they will be drawn from the quiet and orderly agricultural and labouring classes only; and beyond the merely commercial employment of brokers (as is carried on with the Pacific Mail Co.'s steamers) for passage tickets, no extraneous means whatever will, it is stated, be brought into play to procure passengers. The oversight of this portion of the proposed operations would, we should think, naturally and properly fall into the hands of the Hongkong Government and the Chinese officials of the neighbouring provinces of China. Of course the recent Treaty and Convention give the Peruvian Government a choice of all the Treaty Ports open in China; but no port could possibly provide so full and reassuring a guarantee of honest emigration like that of Hongkong. The stringent laws in force here with regard to emigration are calculated to carry out the views and intentions of the new organization; and so soon as the Home Government and the Executive here are fully satisfied that the motives of the present promoters are honest, and just and sincere—as we fully believe they will be ere long—the fact that the system centres in Hongkong is certain to prove a stimulus to legitimate emigration as well as a guarantee of the perfect freedom and honesty of the trade. In this connection it may be remarked that, although H. E. Mr. Pope Hennessy, in the exercise of his discretion, has temporarily withheld his official sanction to the shipment of the labourers from this port until receipt of more definite instructions from home, the Governor fully recognises the desirability of promoting emigration from China to other countries, if such can be conducted honestly and with advantage to the native labourers who emigrate. Although this proposition has not yet been practically illustrated under the proposed enterprise, it says something in its favour that the promoters have voluntarily come into Hongkong and asked that they should be assisted in attaining their object by means of the legal machinery now at the disposal of the Government here. It ought not to be forgotten, in an impartial review of all the circumstances of this new departure, that the Viceroy of the Kuangtung Province has satisfied himself that the scheme of Messrs. Olyphant & Co. is a bona fide outcome of the recent Treaty agreements between Peru and the Emperor of China. In a proclamation which has been posted at Canton, the fairness of the proposed arrangement is characteristically set forth; the unfair emigration, that it in any way resembles the late "coolie trade" (the *Chu chai* business), is particularly and forcibly represented; and all classes, high and low, are informed that Messrs. Olyphant & Co.'s intentions in this matter are of the most unimpeachable nature, and certain to tend to the good of those desiring to transfer their labour to Peru.

So far as Hongkong is concerned there is no doubt that, independent of the considerations as to security mentioned above, the establishment of the proposed line with its head quarters in this Colony would be a benefit to Hongkong in a commercial point of view. We are convinced that Chinese emigration is a good thing, especially to particular fields of usefulness such as those in Peru, where no competitive or rival animosities can be raised, as in California or Australia. It is only reasonable, therefore, that this newly-inaugurated enterprise should obtain a fair trial. On the face of it, there would seem to be every chance of success; and of this it is all the more deserving because, so far as its Hongkong promoters are concerned, we believe it will only be so by maintaining an honest and irreproachable character.

REUTER'S TELEGRAMS.

[Supplied to the "CHINA MAIL"]

(By Southern Route.)

THE WAR.

London, 10th Jan. 1878.

The Russians have crossed the Balkans near Take.

Victor Emmanuel, the King of Italy, is dead.

THE WAR.

London, 10th January, 1878.

The Russians have captured, after desperate fighting, the whole of the Turkish army at Schipka.

His Holiness the Pope bestowed his benediction upon the King of Italy.

LOCAL AND GENERAL.

TSANG AMUN, the man who was convicted for being a deserter from the Police force, and fined \$25 or 2 months' hard labour, was brought before Mr Russell again to-day. Mr Russell said he had some doubts as to the correctness of his decision in this case, as the man had been away more than one year. He would therefore annul his decision, and re-open the case on Monday. Meanwhile he would allow the defendant to be set at liberty on his own recognizance.

It is an open question whether the Turkish army in the Schipka Pass has been captured by an advance in that Pass by the Russians, or a repetition of the Russian manoeuvre in an early stage of the war, when General Gourko advanced through the Hanko Pass, came upon the rear of the Turks defending the Schipka Pass, and compelled them after a short but obstinate fight to surrender. Take, where we were told in a recent telegram the Russians had succeeded in crossing the Balkans, is a town at the entrance to the Trojan Pass, about fifty miles west of Schipka. It seems almost incredible that the Turks can again have quietly allowed a Russian force to advance upon their rear in this manner. The Trojan Pass and the Schipka Pass are considered to be the only two practicable for the passage of the Russians at the present season of the year. Probably not more than 15,000 Turks were captured at Schipka, but the road across the Balkans is now secured for the Czar's troops.

NOTES FROM THE COURSE.

The eight Subscription Griffs that arrived by the steamer *Amoy* have now had a week's frolic at Happy Valley, to the danger of some of their riders and attendants, and the amusement of lookers-on. We cannot speak in any great praise of the ponies as a lot;—no doubt the Famine in the North and their unusually long passage from Shanghai, when food fell short, may account for the dejected appearance of most of them. The skittish pony, referred to in our last notice, still declines to settle down to honest work; and the "Regimental"—which ought perhaps now to be called the "Naval"—animal continues to command respect, more on account of his man-eating propensities than of his good looks. Mr Waxem's "White" seems to be a strong weight-carrying animal; but we cannot say so much for Mr Sydney's "Iron Grey," whose efforts to get round the Course are, somewhat feeble. The joint venture of Messrs Paul and Annfield may prove a useful pony, but at present he is in very poor condition, and requires careful nursing. Mr Aberdeen's "Grey" has a fine tall, which is about all that can be said in his favour. Our old friend "The Doctor" potters round in his usual "short" style, to the apparent satisfaction of his owner; while the new importation from Shanghai, "Marble Arch" (whose name we are informed has been changed to "Blackmannan"), gets good trotting exercise, at which he excels, but trotting as a rule does not betoken speed. "Daybreak" is immensely fancied in certain quarters, and might with care be coaxed into condition. Of the Tientien pair, the "light grey" is improving daily, and going very strong; but the other has been rather "off" this week and is a little puffy about the legs, which has necessitated gentler work; but Confucius nevertheless wears a beaming countenance. "Twinkle" and "Wild Oats" are trained in the afternoon, and from what we can see of them in their clothing, when returning from their labours, appear to be in excellent condition, especially the former.

Police Intelligence.

(Before James Russell, Esq.)

Jan. 12, 1878.

LARCENY.

Chan Ayan, a coolie, was sent to 21 days' hard labour for stealing a basket from Wing On Lau.

Leong Ahing, a hawker, was sent to 14 days' hard labour for stealing three cuttle fish at Aberdeen, and was further cautioned that on the next occasion he would be sent to the Supreme Court.

PIRATICAL.

Wan Afuk, and four others, were charged by Sergeant Grant with aiding and abetting pirates, on the 10th inst., on the high seas. After making the formal charge Sergeant Grant said he was instructed to ask for a remand. Remanded accordingly till the 14th inst.

LARCENY.

Li Ahing, a coolie, was charged by Chinese Constable Wong Aho with stealing an empty oil cask valued at \$1.50, the property of Messrs Blackhead & Co. Mr Russell committed him for trial, as there was a previous conviction against him.

ALLEGED KIDNAPING.

Wok Ahin and Wong Alan, hawkers, Chung Chow, fishmonger, and Thoi Ayan, and Ng Aho, widows, were charged with unlawfully detaining a girl named Mok Ying, 14 years of age, with the intent of obtaining a reward. Inspector Grey said that the girl's master had offered a reward of \$15 for her recovery, and had returned notice to that effect. The 1st and 2nd prisoners accordingly waited on the master, and said they knew where the girl was, and the procurer gave them a paper certifying

that he would pay them \$15 if they brought the girl to him. From what the girl had told him (the master) he had applied to have defendants arrested for detaining the girl.

Mr Russell intimated that he should send the case for trial. The master was then examined; he said the girl was called Mok Ying, and was aged 14 years, and gave the date of her birth.

Mr Russell said that was 13 years and 4 months by calculation.

Continued: When he missed the girl he reported the matter at No. 2 Station, and then posted up placards, intimating that he would give \$5 to anyone giving information as to her whereabouts, and \$30 to anyone who would bring her. Yesterday afternoon about 4 o'clock, witness returned to his shop, and found the first and second defendants and the girl there. The first defendant showed him the placard which he (the witness) had posted up, and asked for the \$15. The first defendant then produced a bill for \$15 signed by the procurer, but witness refused to pay it, saying that he should first see the Inspector of Police. Continued: I then went and saw the Inspector, and he directed me to bring the defendants to the Station, which I accordingly did. I know the 3rd and 4th defendants, but I have no knowledge of the other three. The 4th defendant sells cakes, and knows the girl.

Yue Ye Fung, declared, said:—I am an accountant of the Sun Hing man-shan shop at Wanchai. I know a little girl called Mow Kwok Ohi. She is about 14 years of age and is a relation of the master of the shop. I am also related to the master. The 1st and 2nd defendants called and saw me yesterday, about 9 o'clock, and said "You are leaving rewards for the recovery of a girl." I said "Yes, that is true; do you know anything about her?" The 1st defendant said "Yes; and if I would make out a bill for the \$15, he would produce the girl. I gave the bill to the 1st defendant. The 2nd defendant said nothing in the shop. I went with them to get the girl, and the 2nd defendant then said, "when you get the girl, you must not beat her or she will run away again."

To Mr Russell:—I never beat the girl.

Continued:—The child was brought to me by a woman; I cannot identify her. When the girl saw me she shed tears and begged me to let her go. I was in reply to my question as to how she came to be there, and it was said in the presence of the 1st and 2nd defendants. I then took the girl home in a chair, and told the defendants to follow me to the shop. The defendants never told me how they found the girl. I have no previous knowledge of the first two defendants. The master came home, about 4 o'clock, and the 1st and 2nd defendants were subsequently taken to the Station by a Constable. I have no knowledge of any of the defendants.

Mow Kwok Ohi, the girl in question, was then put into the box. She said, on the evening of the 9th inst. her master gave her 10 cash to buy oranges. She did not buy them, but met an old woman (4th defendant) whom she (the witness) had known before. The old woman said she would sell her to a person at Sing Wan, and she could then have lots of savings of her own. Witness said she did not want to go, as her mistress was not at home. Continued:—The old woman put a handkerchief round my head like "Sam Shui Mui" and said, "Yes, do come." I allowed her to tie the handkerchief; I tied it myself, but she showed me how to do so. The old woman told me to go before her, and she would follow. She pushed me, I did not cry out. Shortly after this we met the 3rd defendant who spoke to the 4th. I did not understand what they said. The 3rd defendant took me to West Point, but the 4th defendant did not accompany us, but left us at Tat Wong Street. The 3rd defendant told me to go before him, and I objected, when he said "It is well to go." The 4th defendant came out of a house and said something to the 3rd defendant, but I did not hear what was said, and then I was taken up stairs to her house, and the 3rd defendant left me. There were a number of people (women) in the house and they asked me who I was; I told them and said I wanted to go home; they said, "If you go home your master will make mincemeat of you." I replied "No fear," and they said, "Don't go, don't go." I slept there that night and next morning, after breakfast I was taken to the next house by an old woman, who told me she had done this to prevent my master from seeing me. I said nothing, but cried.

Another prisoner was here added to the list, viz., Tai Yuen Ohing, a widow.

Continued:—I was taken to the next house and 8th defendant was there. The people in this house